HONDA CIVIC 1992-95

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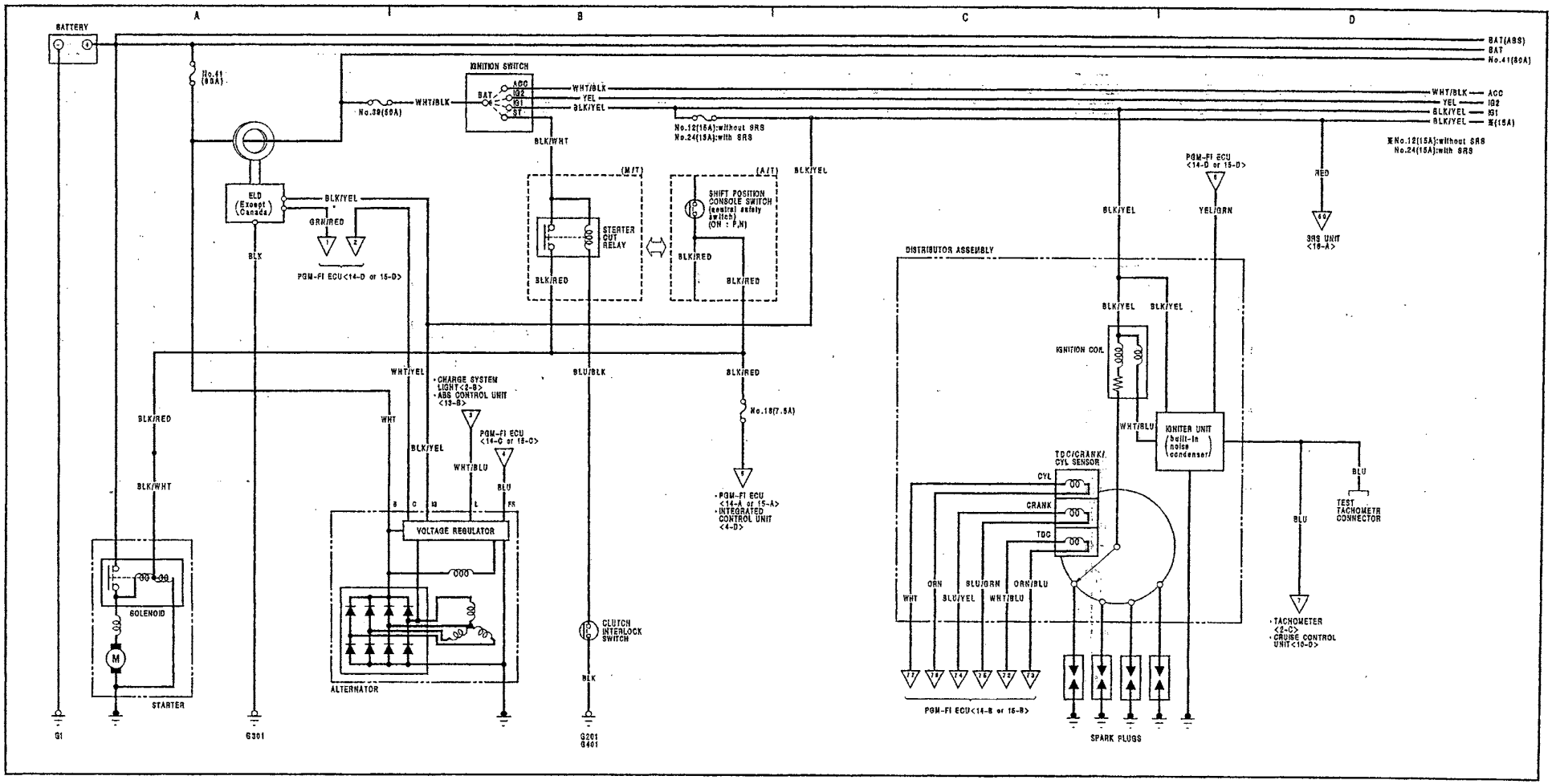
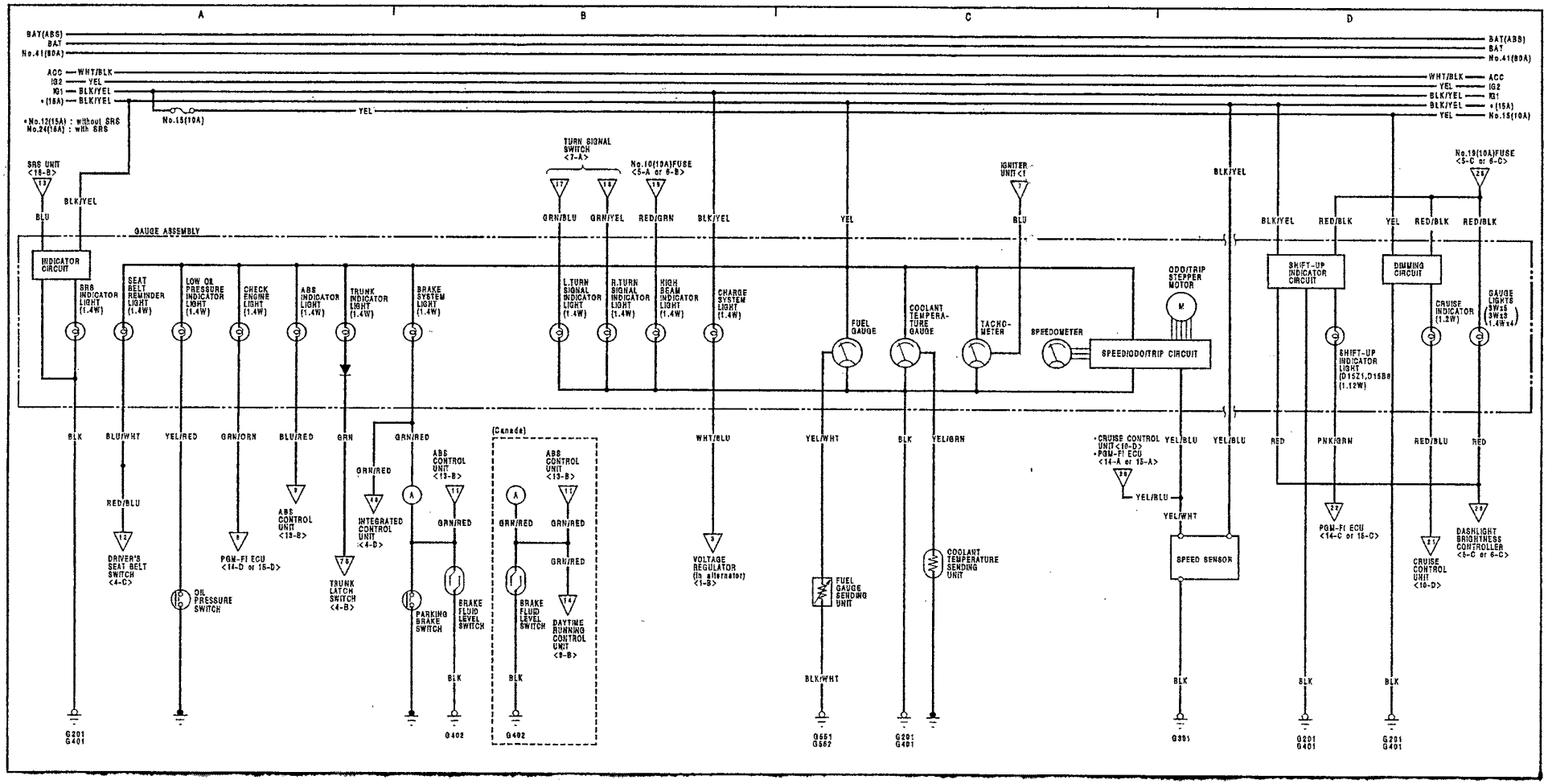
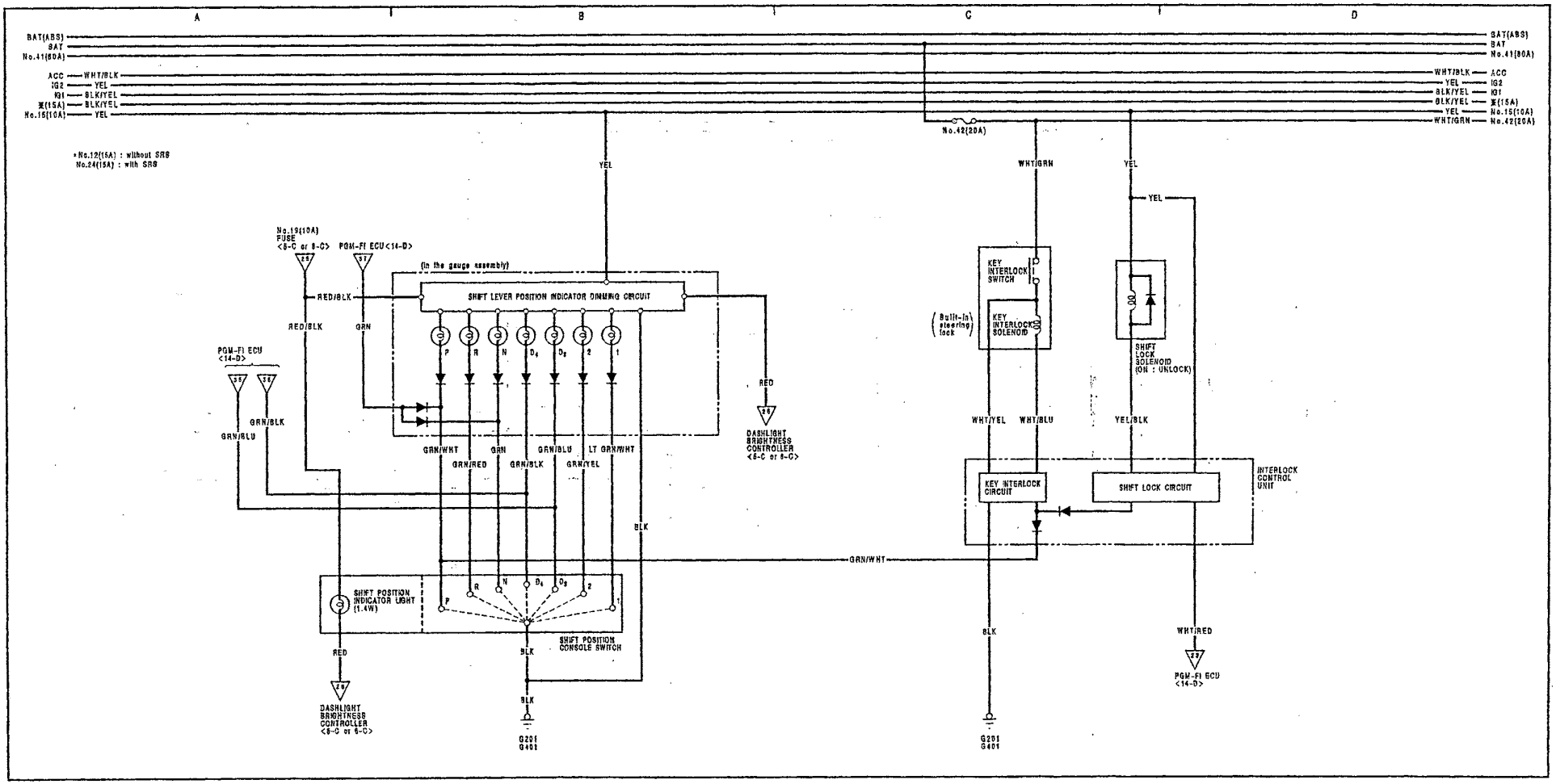
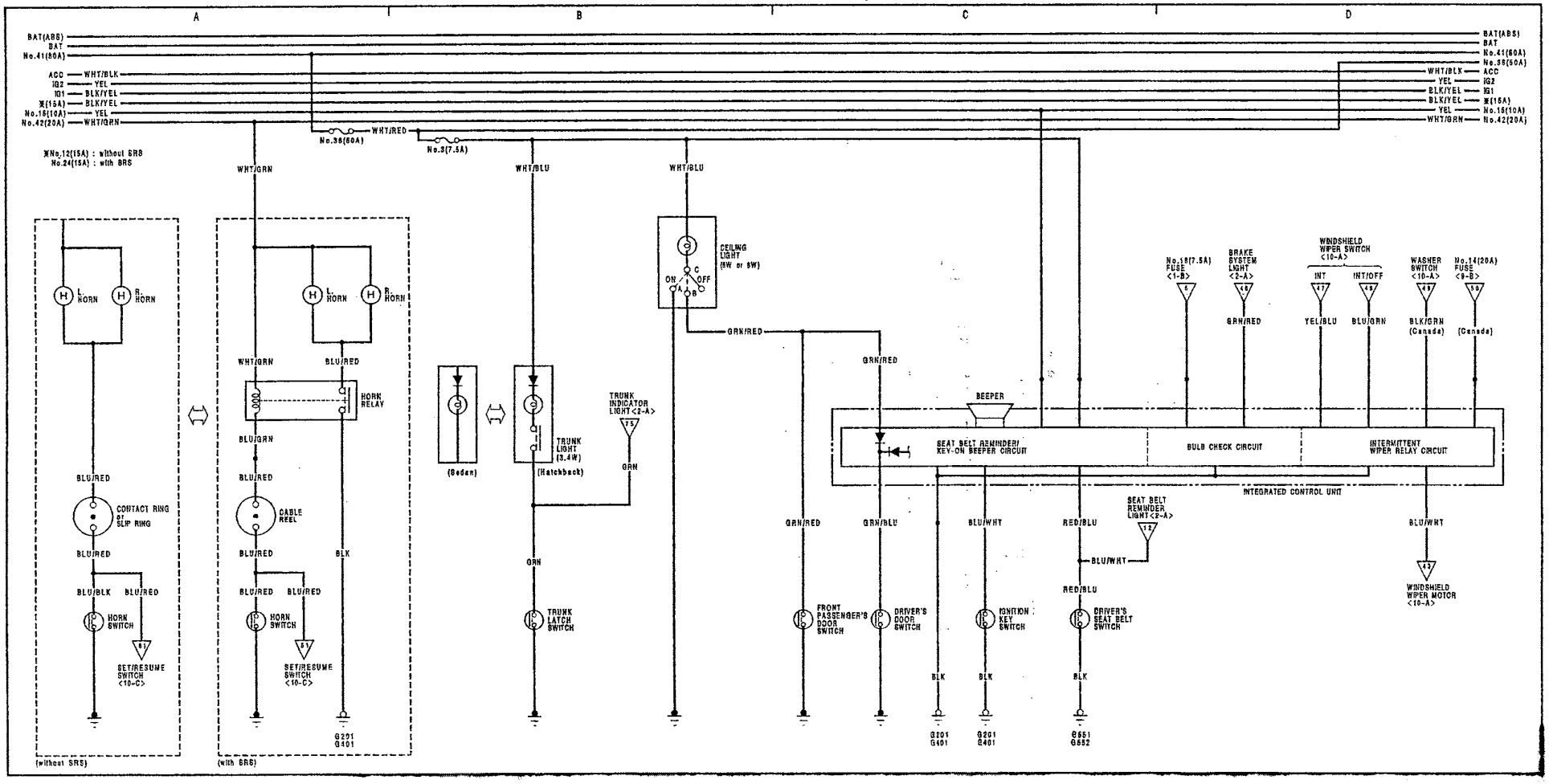
Wiring Diagrams

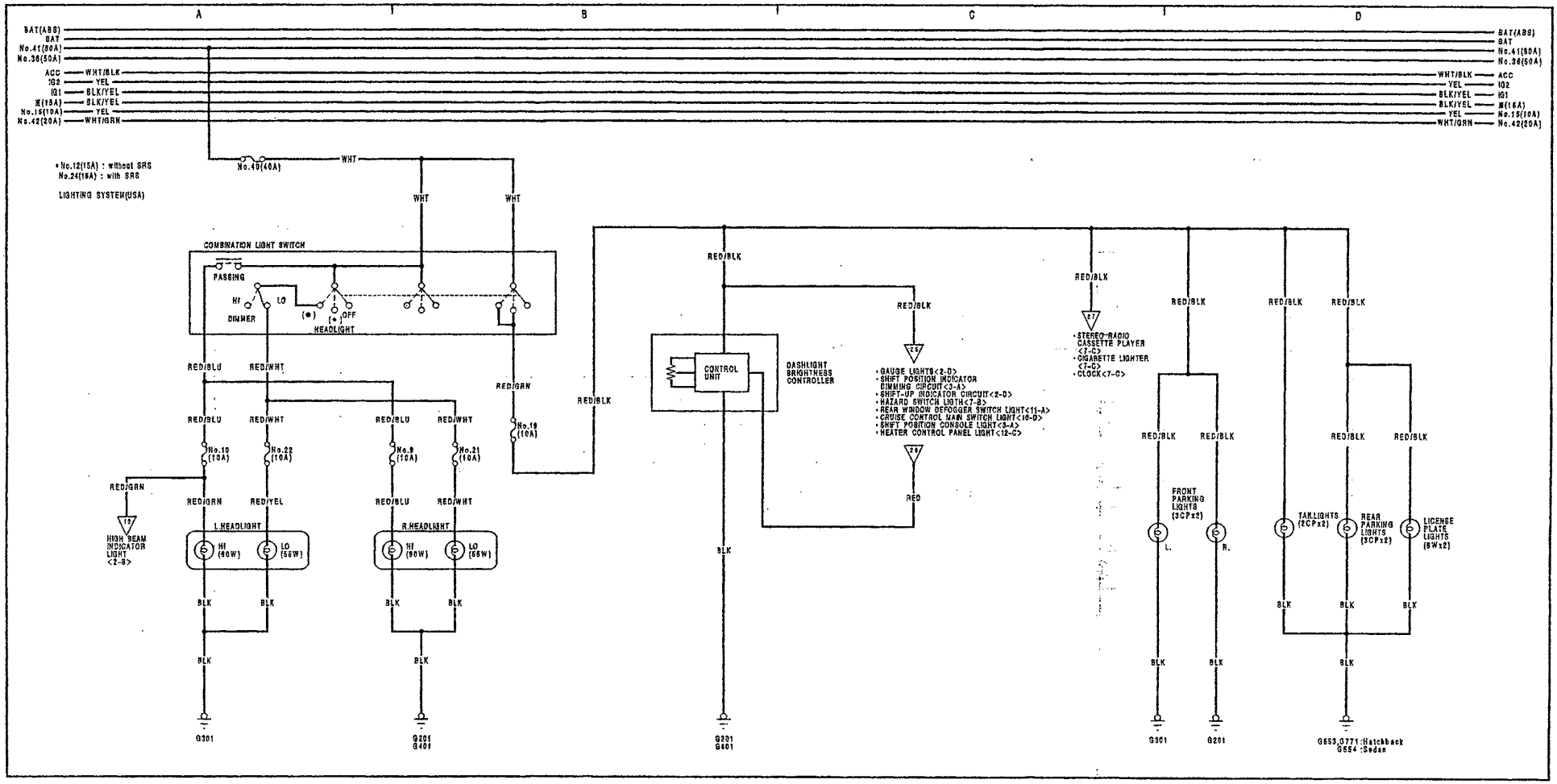
Index


A
B
C
D
BATTERY
No.41 (80A)
IGNITION SWITCH
ACC
IG2
BAT
IG1
ST
No.39(50A)
WHT/BLK
BLK/YEL
BLK/WHT
No.12(15A):without SRS
No.24(15A):with SRS
BAT(ABS)
BAT
No.41(80A)
YEL
※No.12(15A):without SRS
No.24(15A):with SRS
ELD (Except Canada)
GRN/RED
PGM-FI ECU<14-D or 15-D>
BLK
(M/T)
(A/T)
STARTER CUT RELAY
SHIFT POSITION CONSOLE SWITCH (neutral safety switch) (ON : P,N)
BLK/RED
WHT/YEL
BLU/BLK
・CHARGE SYSTEM LIGHT<2-D>
・ABS CONTROL UNIT <13-B>
PGM-FI ECU <14-C or 15-C>
WHT/BLU
No.18(7.5A)
・PGM-FI ECU <14-A or 15-A>
・INTEGRATED CONTROL UNIT <4-D>
WHT
VOLTAGE REGULATOR
B
C
M
L
FR
SOLENOID
STARTER
ALTERNATOR
CLUTCH INTERLOCK SWITCH
G1
G301
G201
G401
DISTRIBUTOR ASSEMBLY
IGNITION COIL
IGNITER UNIT (built-in noise condenser)
TDC/CRANK/ CYL SENSOR
CYL
CRANK
TDC
ORN
SLU/GRN
ORN/BLU
WHT
SLU/YEL
WHT/BLU
PGM-FI ECU<14-B or 15-B>
SPARK PLUGS
RED
SRS UNIT <18-A>
YEL/GRN
BLU
TEST TACHOMETR CONNECTOR
・TACHOMETER <2-C>
・CRUISE CONTROL UNIT<10-D>
ACC
IG2
IG1
※(15A)


A
B
C
D
BAT(ABS)
BAT
No.41(80A)
ACC
IG2
IG1
*(15A)
WHT/BLK
YEL
BLK/YEL
BLK/YEL
YEL
No.15(10A)
*No.12(15A) : without SRS
No.24(15A) : with SRS
SRS UNIT <15-B>
BLU
BLK/YEL
GAUGE ASSEMBLY
INDICATOR CIRCUIT
SRS INDICATOR LIGHT (1.4W)
SEAT BELT REMINDER LIGHT (1.4W)
LOW OIL PRESSURE INDICATOR LIGHT (1.4W)
CHECK ENGINE LIGHT (1.4W)
ABS INDICATOR LIGHT (1.4W)
TRUNK INDICATOR LIGHT (1.4W)
BRAKE SYSTEM LIGHT (1.4W)
TURN SIGNAL SWITCH <7-A>
No.10(10A)FUSE <5-A or 6-B>
L.TURN SIGNAL INDICATOR LIGHT (1.4W)
R.TURN SIGNAL INDICATOR LIGHT (1.4W)
HIGH BEAM INDICATOR LIGHT (1.4W)
CHARGE SYSTEM LIGHT (1.4W)
IGNITER UNIT <1>
FUEL GAUGE
COOLANT TEMPERATURE GAUGE
TACHOMETER
SPEEDOMETER
ODO/TRIP STEPPER MOTOR
SPEEDIODO/TRIP CIRCUIT
SHIFT-UP INDICATOR CIRCUIT
DIMMING CIRCUIT
No.19(10A)FUSE <5-C or 6-C>
SHIFT-UP INDICATOR LIGHT (D15Z1,D15B8) (1.12W)
CRUISE INDICATOR (1.2W)
GAUGE LIGHTS (3W×5 3W×3 1.4W×4)
BLK
BLU/WHT
YEL/RED
GRN/ORN
BLU/RED
GRN
GRN/RED
WHT/BLU
YEL/WHT
BLK
YEL/GRN
YEL/BLU
YEL/BLU
RED
PNK/GRN
RED/BLU
RED
RED/BLU
RED/WHT
ABS CONTROL UNIT <13-B>
INTEGRATED CONTROL UNIT <4-D>
(Canada)
DRIVER'S SEAT BELT SWITCH <4-C>
OIL PRESSURE SWITCH
PGM-FI ECU <14-D or 15-D>
ABS CONTROL UNIT <13-B>
TRUNK LATCH SWITCH <4-B>
PARKING BRAKE SWITCH
BRAKE FLUID LEVEL SWITCH
VOLTAGE REGULATOR (In alternator) <1-B>
FUEL GAUGE SENDING UNIT
COOLANT TEMPERATURE SENDING UNIT
*CRUISE CONTROL UNIT <10-D>
*PGM-FI ECU <14-A or 15-A>
SPEED SENSOR
PGM-FI ECU <14-C or 15-C>
CRUISE CONTROL UNIT <10-D>
DASHLIGHT BRIGHTNESS CONTROLLER <5-C or 6-C>
DAYTIME RUNNING CONTROL UNIT <9-B>
G201
G401
G402
G551
G552
G301


A
B
C
D
BAT(ABS)
BAT
No.41(80A)
ACC
IG2
IG1
*(15A)
No.15(10A)
WHT/BLK
YEL
BLK/YEL
BLK/YEL
YEL
No.42(20A)
WHT/GRN
*No.12(15A) : Without SRS
No.24(15A) : With SRS
No.19(10A) FUSE
PGM-FI ECU
(In the gauge assembly)
SHIFT LEVER POSITION INDICATOR DIMMING CIRCUIT
RED/BLK
GRN
P
R
N
D4
D3
2
1
PGM-FI ECU
GRN/BLK
GRN/BLU
GRN/WHT
GRN/RED
GRN/BLK
GRN/BLU
GRN/YEL
LT GRN/WHT
RED
DASHLIGHT BRIGHTNESS CONTROLLER
BLK
SHIFT POSITION INDICATOR LIGHT (1.4W)
SHIFT POSITION CONSOLE SWITCH
G201
G401
KEY INTERLOCK SWITCH
KEY INTERLOCK SOLENOID
Built-in steering lock
SHIFT LOCK SOLENOID (ON : UNLOCK)
WHT/YEL
WHT/BLU
YEL/BLK
INTERLOCK CONTROL UNIT
KEY INTERLOCK CIRCUIT
SHIFT LOCK CIRCUIT
WHT/RED
PGM-FI ECU


A
B
C
D
BAT(ABS)
BAT
No.41(80A)
ACC
IG2
IG1
*(15A)
No.15(10A)
No.42(20A)
WHT/BLK
YEL
BLK/YEL
BLK/YEL
YEL
WHT/GRN
No.38(60A)
WHT/RED
No.9(7.5A)
*No.12(15A) : without SRS
No.24(15A) : with SRS
WHT/GRN
WHT/BLU
WHT/BLU
CEILING LIGHT (6W or 8W)
ON
OFF
C
A
B
GRN/RED
L. HORN
R. HORN
HORN RELAY
BLU/RED
BLU/GRN
CONTACT RING or SLIP RING
CABLE REEL
BLU/BLK
HORN SWITCH
SET/RESUME SWITCH <10-C>
BLK
G201
G401
(without SRS)
(with SRS)
(Sedan)
(Hatchback)
TRUNK LIGHT (3.4W)
TRUNK INDICATOR LIGHT <2-A>
GRN
TRUNK LATCH SWITCH
BEEPER
SEAT BELT REMINDER/ KEY-ON BEEPER CIRCUIT
BULB CHECK CIRCUIT
INTERMITTENT WIPER RELAY CIRCUIT
INTEGRATED CONTROL UNIT
No.18(7.5A) FUSE <1-B>
BRAKE SYSTEM LIGHT <2-A>
WINDSHIELD WIPER SWITCH <10-A>
INT
INT/OFF
WASHER SWITCH <10-A>
No.14(20A) FUSE <9-B>
YEL/BLU
BLU/GRN
BLK/GRN (Canada)
(Canada)
GRN/BLU
BLU/WHT
RED/BLU
SEAT BELT REMINDER LIGHT <2-A>
WINDSHIELD WIPER MOTOR <10-A>
FRONT PASSENGER'S DOOR SWITCH
DRIVER'S DOOR SWITCH
IGNITION KEY SWITCH
DRIVER'S SEAT BELT SWITCH
G201
G401
G651
G652


A
B
C
D
BAT(ABS)
BAT
No.41(80A)
No.36(50A)
ACC
IG2
IG1
※(15A)
No.15(10A)
No.42(20A)
WHT/BLK
YEL
BLK/YEL
BLK/YEL
YEL
WHT/GRN
• No.12(15A) : without SRS
No.24(15A) : with SRS
LIGHTING SYSTEM(USA)
No.40(40A)
WHT
COMBINATION LIGHT SWITCH
PASSING
HI
LO
DIMMER
OFF
HEADLIGHT
RED/BLU
RED/WHT
RED/GRN
No.10 (10A)
No.22 (10A)
No.9 (10A)
No.21 (10A)
No.19 (10A)
RED/BLK
HIGH BEAM INDICATOR LIGHT <2-B>
L.HEADLIGHT
R.HEADLIGHT
HI (60W)
LO (55W)
BLK
G301
G201
G401
CONTROL UNIT
DASHLIGHT BRIGHTNESS CONTROLLER
• GAUGE LIGHTS<2-D>
• SHIFT POSITION INDICATOR DIMMING CIRCUIT<3-A>
• SHIFT-UP INDICATOR CIRCUIT<2-D>
• HAZARD SWITCH LIGHT<7-B>
• REAR WINDOW DEFOGGER SWITCH LIGHT<11-A>
• CRUISE CONTROL MAIN SWITCH LIGHT<10-D>
• SHIFT POSITION CONSOLE LIGHT<3-A>
• HEATER CONTROL PANEL LIGHT<12-C>
RED
• STEREO-RADIO CASSETTE PLAYER <7-C>
• CIGARETTE LIGHTER <7-C>
• CLOCK<7-C>
FRONT PARKING LIGHTS (3CPx2)
L.
R.
TAIL LIGHTS (2CPx2)
REAR PARKING LIGHTS (3CPx2)
LICENSE PLATE LIGHTS (8Wx2)
G653,G771:Hatchback
G654:Sedan

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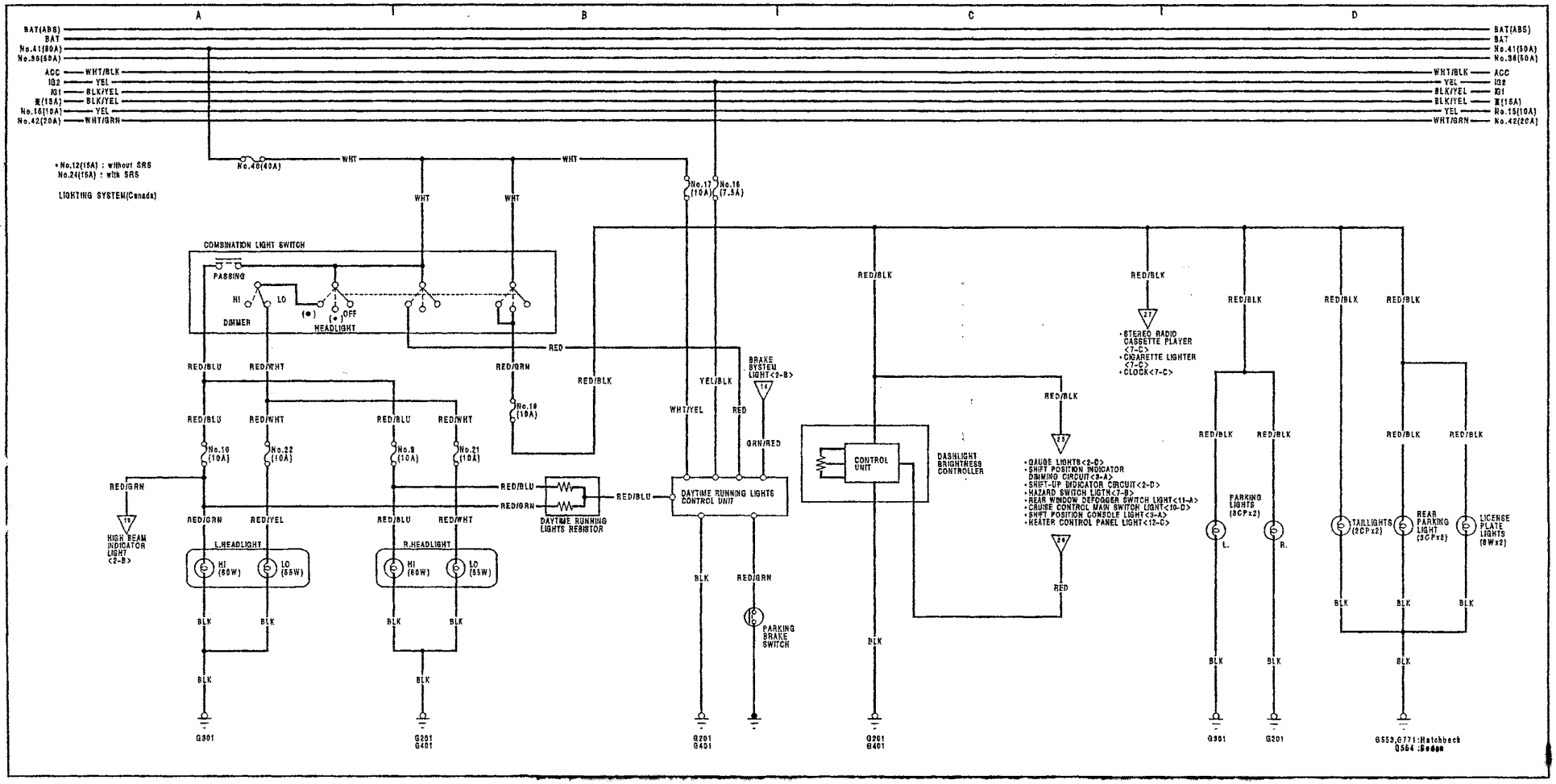
A
B
C
D
BAT(ABS)
BAT
No.41(50A)
No.36(50A)
ACC
IG2
IG1
No.15(10A)
No.42(20A)
WHT/BLK
YEL
BLK/YEL
No.16(10A)
WHT/GRN
• No.12(15A) : without SRS
No.24(15A) : with SRS
LIGHTING SYSTEM(Canada)
No.40(40A)
WHT
No.17 (10A)
No.16 (7.5A)
COMBINATION LIGHT SWITCH
PASSING
HI
LO
OFF
DIMMER
HEADLIGHT
RED
RED/BLU
RED/WHT
RED/GRN
RED/BLK
YEL/BLK
WHT/YEL
BRAKE SYSTEM LIGHT<2-B>
GRN/RED
No.19 (10A)
No.22 (10A)
No.9 (10A)
No.21 (10A)
No.18 (10A)
HIGH BEAM INDICATOR LIGHT <2-B>
RED/YEL
L.HEADLIGHT
R.HEADLIGHT
HI (60W)
LO (55W)
DAYTIME RUNNING LIGHTS RESISTOR
DAYTIME RUNNING LIGHTS CONTROL UNIT
CONTROL UNIT
DASHLIGHT BRIGHTNESS CONTROLLER
BLK
PARKING BRAKE SWITCH
• STEREO RADIO CASSETTE PLAYER <7-C>
• CIGARETTE LIGHTER <7-C>
• CLOCK<7-C>
• GAUGE LIGHTS<2-D>
• SHIFT POSITION INDICATOR DIMMING CIRCUIT<3-A>
• SHIFT-UP INDICATOR CIRCUIT<2-D>
• HAZARD SWITCH LIGTH<2-B>
• REAR WINDOW DEFOGGER SWITCH LIGHT<11-A>
• CRUISE CONTROL MAIN SWITCH LIGHT<10-D>
• SHIFT POSITION CONSOLE LIGHT<3-A>
• HEATER CONTROL PANEL LIGHT<12-C>
PARKING LIGHTS (3CPx2)
L.
R.
TAILLIGHTS (3CPx2)
REAR PARKING LIGHT (3CPx2)
LICENSE PLATE LIGHTS (8Wx2)
G301
G201
G401
G553,G771:Hatchback
G554 :Sedan

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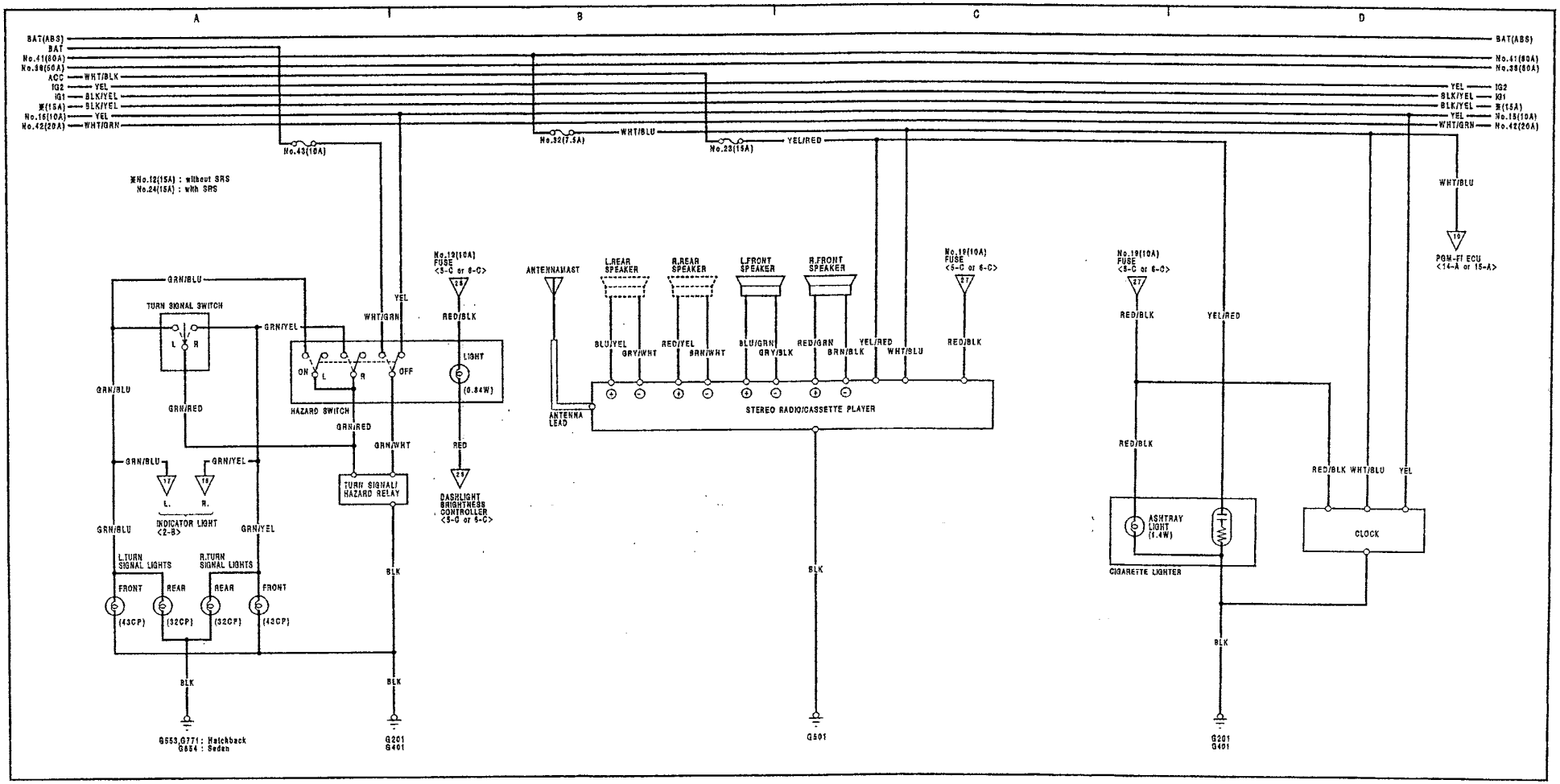
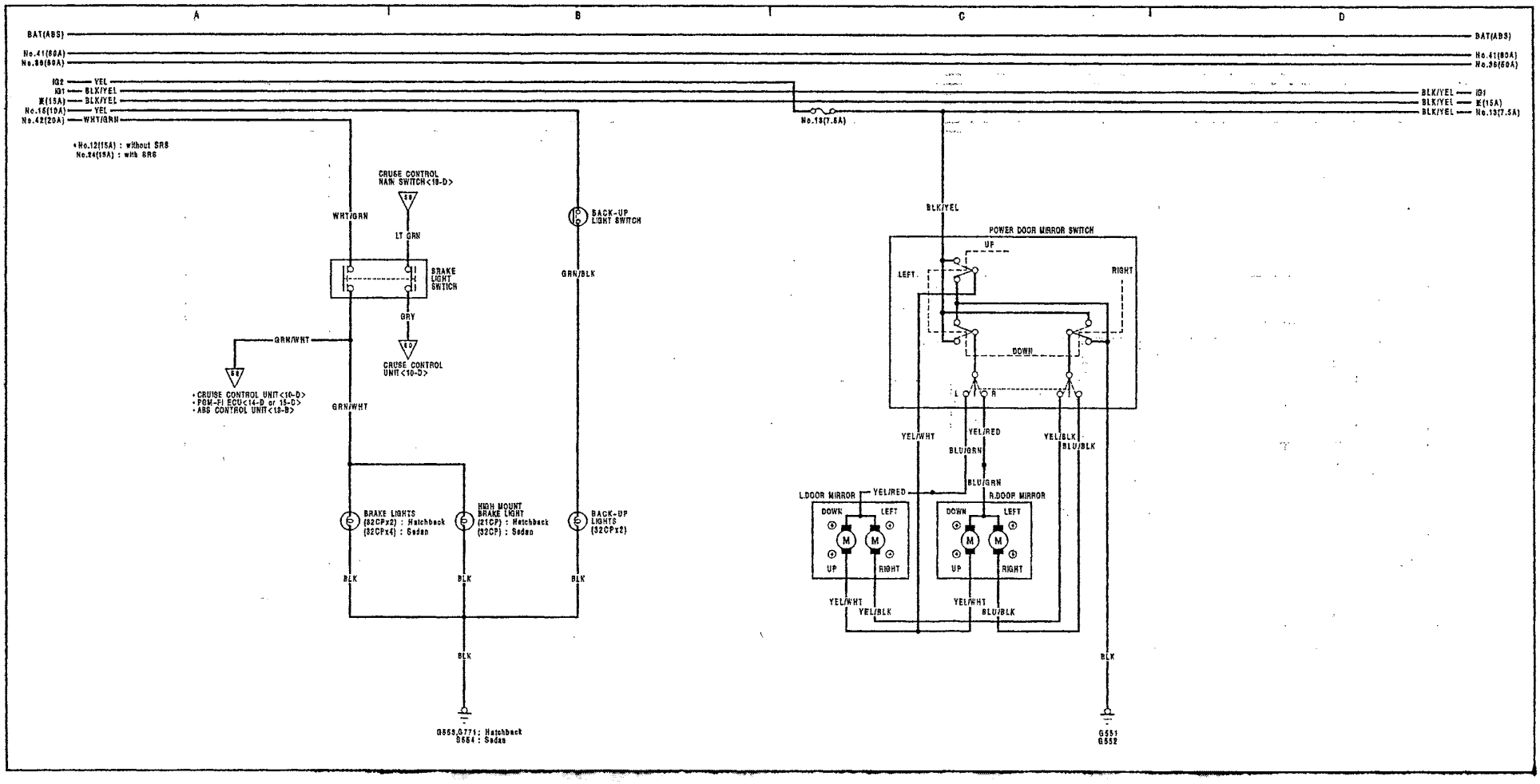
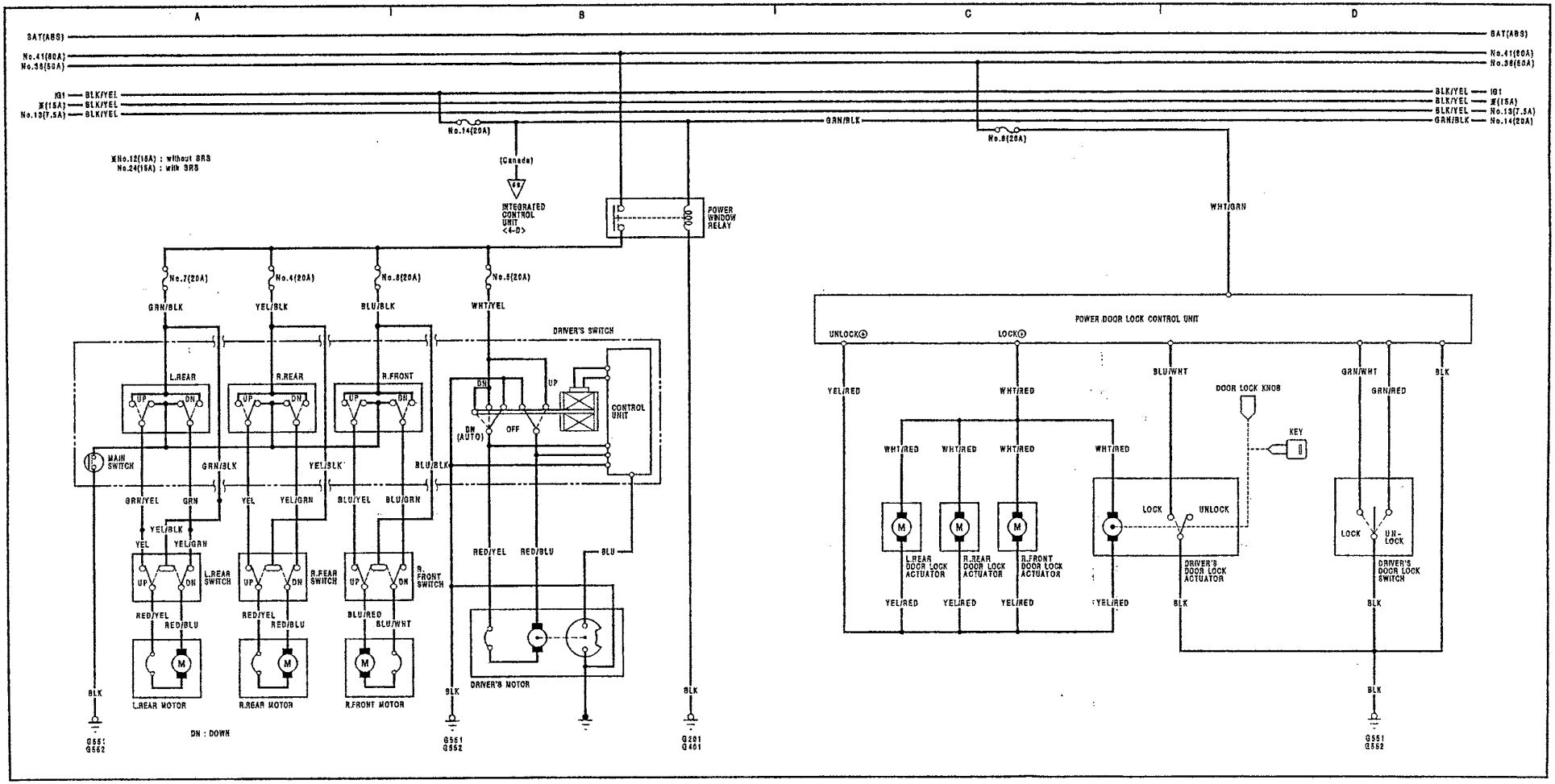
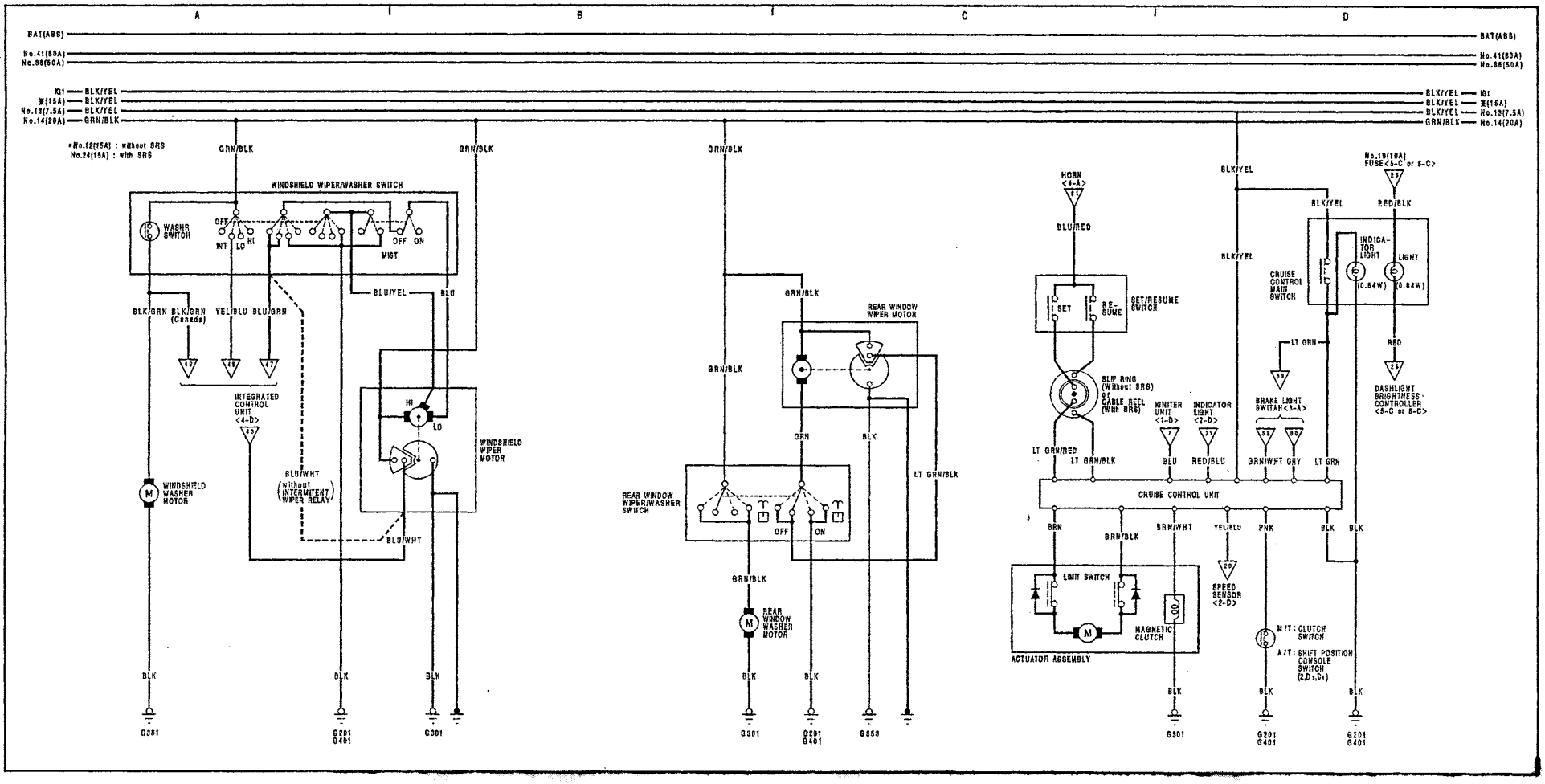
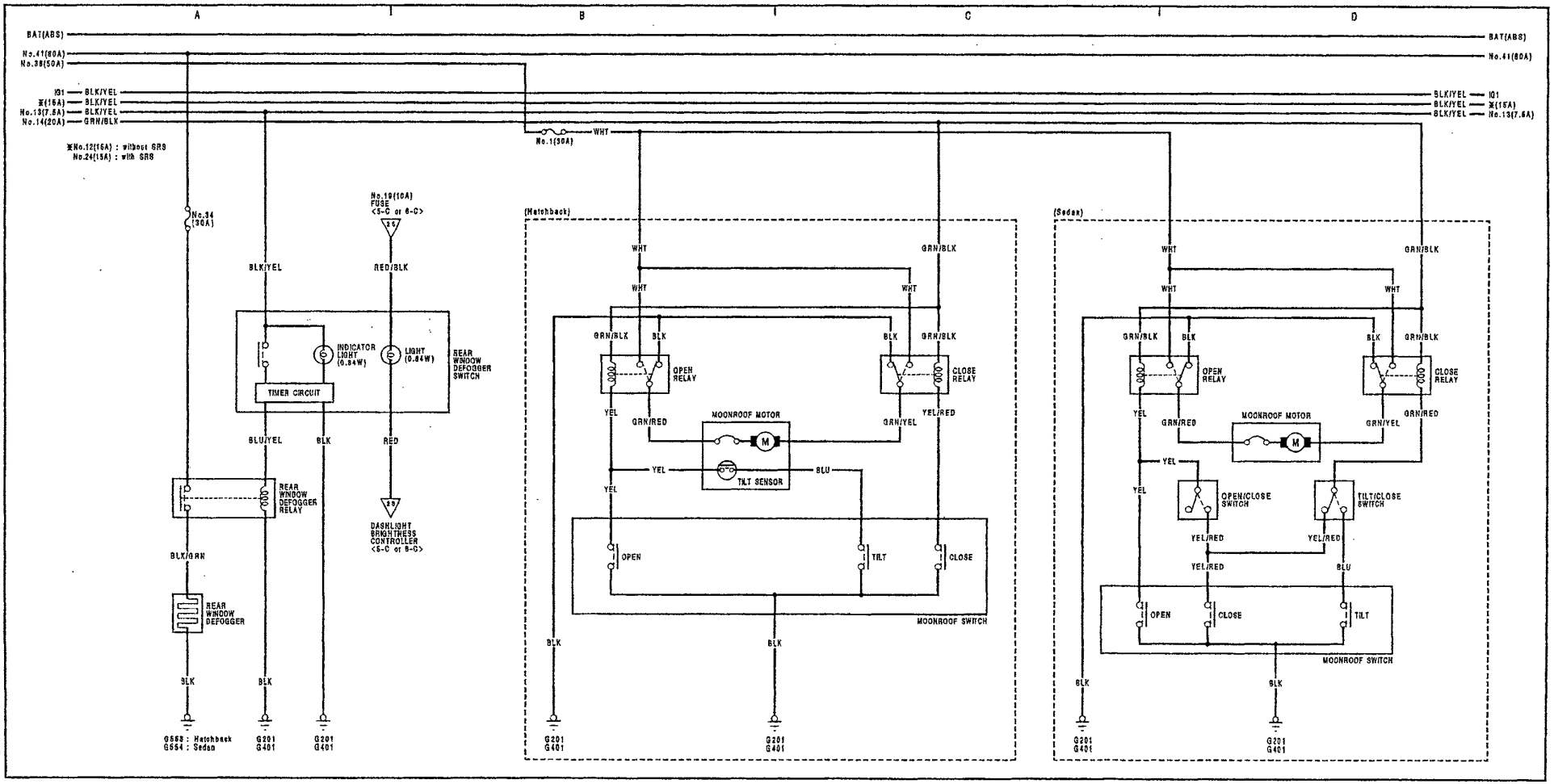

A
B
C
D
BAT(ABS)
BAT
No.41(80A)
No.38(50A)
ACC
IG2
IG1
No.15(15A)
No.16(10A)
No.42(20A)
WHT/BLK
YEL
BLK/YEL
BLK/YEL
YEL
WHT/GRN
No.43(10A)
No.32(7.5A)
WHT/BLU
No.23(15A)
YEL/RED
*No.12(15A) : without SRS
No.24(15A) : with SRS
No.19(10A) FUSE <5-C or 6-C>
TURN SIGNAL SWITCH
GRN/BLU
GRN/YEL
GRN/RED
GRN/WHT
YEL
WHT/GRN
RED/BLK
RED
L
R
ON
OFF
LIGHT
(0.84W)
HAZARD SWITCH
TURN SIGNAL/ HAZARD RELAY
DASHLIGHT BRIGHTNESS CONTROLLER <5-C or 6-C>
INDICATOR LIGHT <2-B>
L.TURN SIGNAL LIGHTS
R.TURN SIGNAL LIGHTS
FRONT
REAR
(43CP)
(32CP)
BLK
G553,G771: Hatchback
G554 : Sedan
G201
G401
ANTENNA MAST
ANTENNA LEAD
L.REAR SPEAKER
R.REAR SPEAKER
L.FRONT SPEAKER
R.FRONT SPEAKER
BLU/YEL
GRY/WHT
RED/YEL
BRN/WHT
BLU/GRN
GRY/BLK
RED/GRN
BRN/BLK
YEL/RED
WHT/BLU
STEREO RADIO/CASSETTE PLAYER
G501
ASHTRAY LIGHT (1.4W)
CIGARETTE LIGHTER
CLOCK
RED/BLK WHT/BLU YEL
PGM-FI ECU <14-A or 15-A>


A
B
C
D
BAT(ABS)
No.41(80A)
No.39(60A)
IG2
IG1
IE(15A)
No.16(10A)
No.42(20A)
YEL
BLK/YEL
WHT/GRN
*No.12(15A) : without SRS
No.24(15A) : with SRS
CRUISE CONTROL MAIN SWITCH<16-D>
WHT/GRN
LT GRN
BRAKE LIGHT SWITCH
GRY
GRN/WHT
CRUISE CONTROL UNIT<16-D>
*CRUISE CONTROL UNIT<16-D>
*PGM-FI ECU<14-D or 15-D>
*ABS CONTROL UNIT<13-B>
BACK-UP LIGHT SWITCH
GRN/BLK
BRAKE LIGHTS (32CPx2) : Hatchback (32CPx4) : Sedan
HIGH MOUNT BRAKE LIGHT (21CP) : Hatchback (32CP) : Sedan
BACK-UP LIGHTS (32CPx2)
BLK
G553,G771 : Hatchback
G554 : Sedan
No.19(7.5A)
BLK/YEL
POWER DOOR MIRROR SWITCH
UP
LEFT
RIGHT
DOWN
L
R
YEL/WHT
YEL/RED
BLU/GRN
YEL/BLK
BLU/BLK
L.DOOR MIRROR
R.DOOR MIRROR
G551
G552

8


A
B
C
D
BAT(ABS)
No.41(80A)
No.38(50A)
IG1
BLK/YEL
No.13(7.5A)
No.14(20A)
GRN/BLK
No.8(20A)
※No.12(15A) : without SRS
No.24(15A) : with SRS
(Canada)
INTEGRATED CONTROL UNIT <4-D>
POWER WINDOW RELAY
WHT/GRN
No.7(20A)
No.4(20A)
No.6(20A)
No.5(20A)
GRN/BLK
YEL/BLK
BLU/BLK
WHT/YEL
DRIVER'S SWITCH
L.REAR
R.REAR
R.FRONT
UP
DN
CONTROL UNIT
DN (AUTO)
OFF
MAIN SWITCH
GRN/YEL
GRN
YEL
YEL/GRN
BLU/YEL
BLU/GRN
L.REAR SWITCH
R.REAR SWITCH
R. FRONT SWITCH
RED/YEL
RED/BLU
BLU/RED
BLU/WHT
RED/BLU
BLU
L.REAR MOTOR
R.REAR MOTOR
R.FRONT MOTOR
DRIVER'S MOTOR
BLK
G551
G552
G201
G401
DN : DOWN
POWER DOOR LOCK CONTROL UNIT
UNLOCK
LOCK
YEL/RED
WHT/RED
BLU/WHT
GRN/WHT
GRN/RED
DOOR LOCK KNOB
KEY
L.REAR DOOR LOCK ACTUATOR
R.REAR DOOR LOCK ACTUATOR
R.FRONT DOOR LOCK ACTUATOR
DRIVER'S DOOR LOCK ACTUATOR
DRIVER'S DOOR LOCK SWITCH
LOCK
UNLOCK
UN-LOCK


A
B
C
D
BAT(ABS)
No.41(80A)
No.38(50A)
No.1(15A)
No.13(7.5A)
No.14(20A)
BLK/YEL
GRN/BLK
*No.12(15A) : without SRS
No.24(15A) : with SRS
WINDSHIELD WIPER/WASHER SWITCH
WASHR SWITCH
OFF
INT
LO
HI
MIST
BLK/GRN
BLK/GRN (Canada)
YEL/BLU
BLU/GRN
BLU/YEL
BLU
INTEGRATED CONTROL UNIT <4-D>
WINDSHIELD WASHER MOTOR
BLU/WHT
(without INTERMITENT WIPER RELAY)
WINDSHIELD WIPER MOTOR
REAR WINDOW WIPER MOTOR
REAR WINDOW WIPER/WASHER SWITCH
GRN
LT GRN/BLK
REAR WINDOW WASHER MOTOR
G301
G201
G401
G553
HORN <4-A>
BLU/RED
SET
RESUME
SET/RESUME SWITCH
SLIP RING (Without SRS) or CABLE REEL (With SRS)
IGNITER UNIT <1-D>
INDICATOR LIGHT <2-D>
BRAKE LIGHT SWITCH <8-A>
LT GRN/RED
RED/BLU
GRN/WHT
GRY
LT GRN
CRUISE CONTROL UNIT
BRN
BRN/WHT
YEL/BLU
PNK
BLK
BRN/BLK
LIMIT SWITCH
MAGNETIC CLUTCH
ACTUATOR ASSEMBLY
SPEED SENSOR <2-D>
M/T : CLUTCH SWITCH
A/T : SHIFT POSITION CONSOLE SWITCH (2,D,L)
No.19(10A) FUSE <5-C or 6-C>
RED/BLK
CRUISE CONTROL MAIN SWITCH
INDICATOR LIGHT
LIGHT
(0.84W)
RED
DASHLIGHT BRIGHTNESS CONTROLLER <5-C or 6-C>


A
B
C
D
BAT(ABS)
No.41(80A)
No.38(50A)
IG1
※(15A)
No.13(7.5A)
No.14(20A)
BLK/YEL
GRN/BLK
※No.12(15A) : without SRS
No.24(15A) : with SRS
No.1(50A)
WHT
No.34 (30A)
No.19(10A) FUSE <5-C or 8-C>
BLK/YEL
RED/BLK
INDICATOR LIGHT (0.84W)
LIGHT (0.84W)
TIMER CIRCUIT
REAR WINDOW DEFOGGER SWITCH
BLU/YEL
BLK
RED
REAR WINDOW DEFOGGER RELAY
DASHLIGHT BRIGHTNESS CONTROLLER <5-C or 8-C>
BLK/GRN
REAR WINDOW DEFOGGER
G553 : Hatchback
G554 : Sedan
G201
G401
(Hatchback)
GRN/BLK
OPEN RELAY
CLOSE RELAY
YEL
GRN/RED
MOONROOF MOTOR
GRN/YEL
YEL/RED
TILT SENSOR
BLU
OPEN
TILT
CLOSE
MOONROOF SWITCH
(Sedan)
OPEN/CLOSE SWITCH
TILT/CLOSE SWITCH

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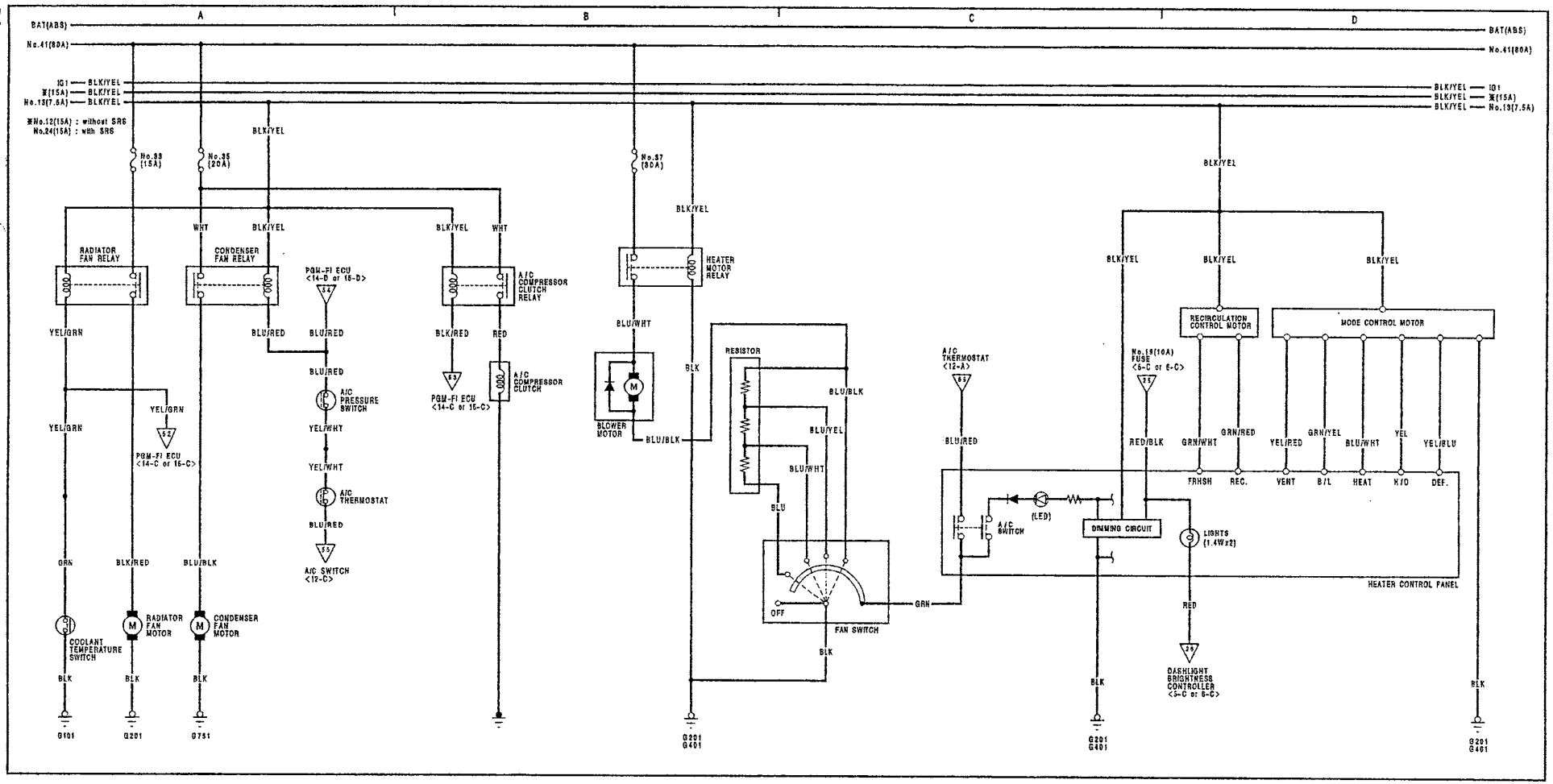
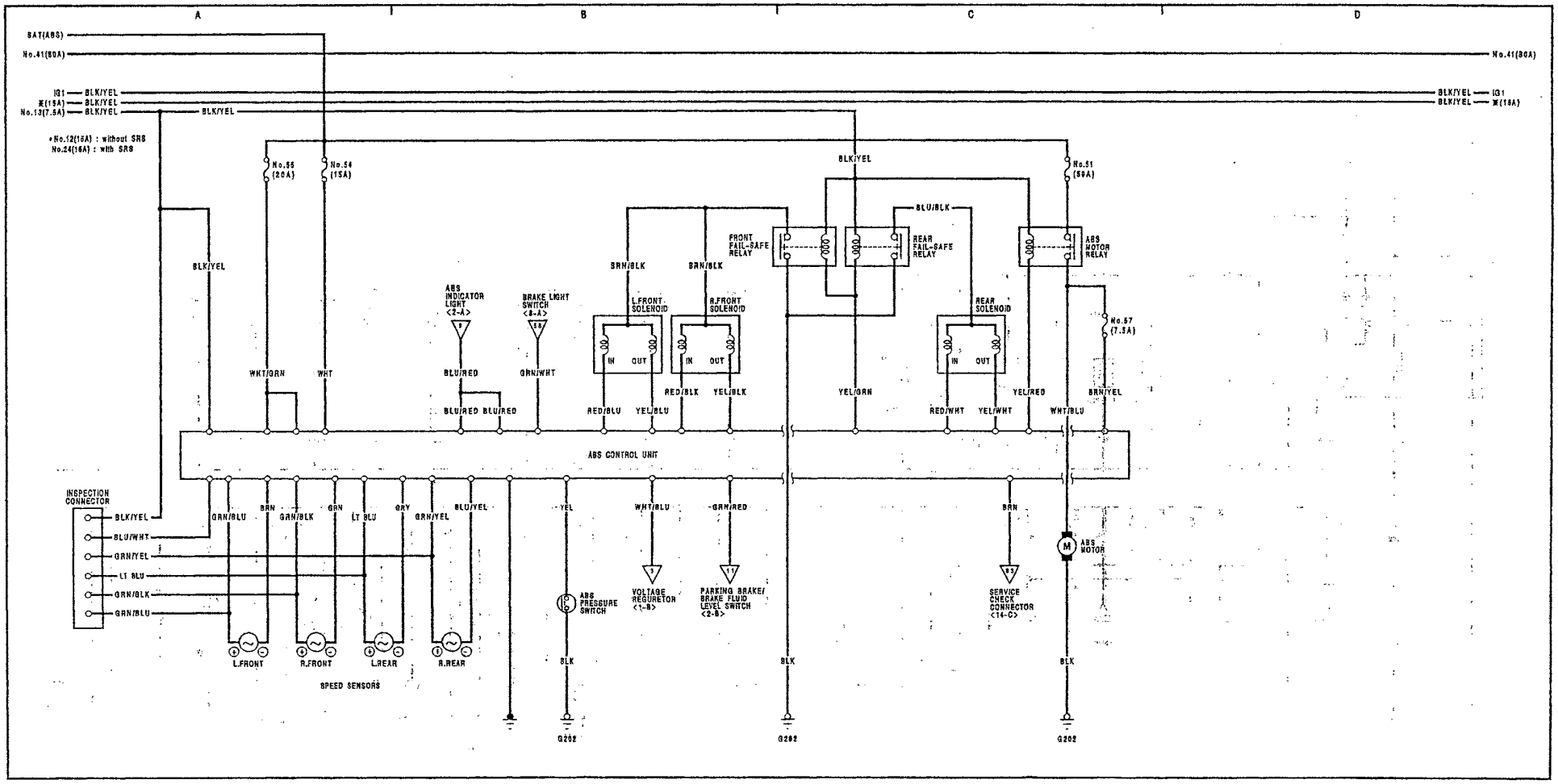
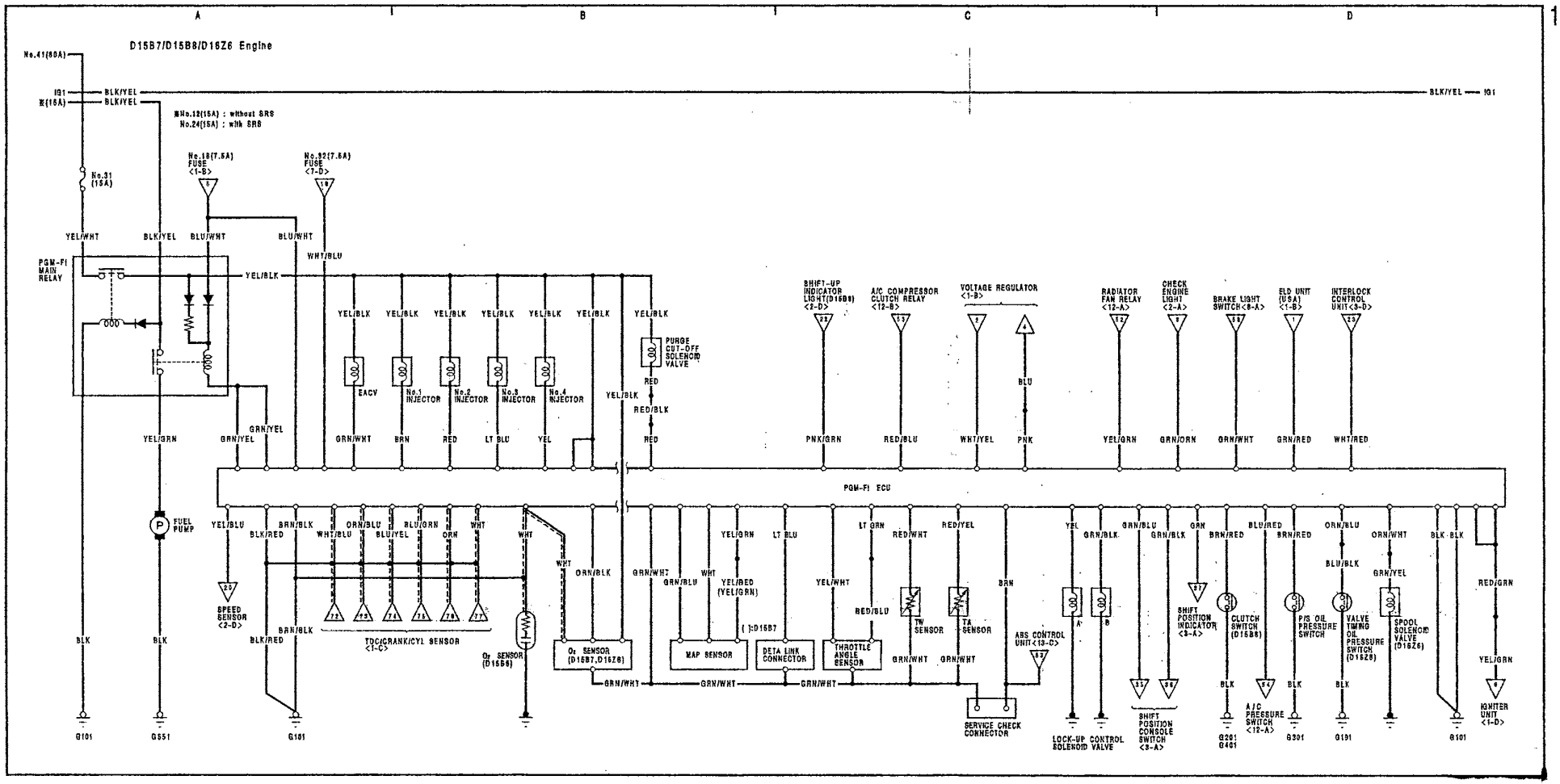
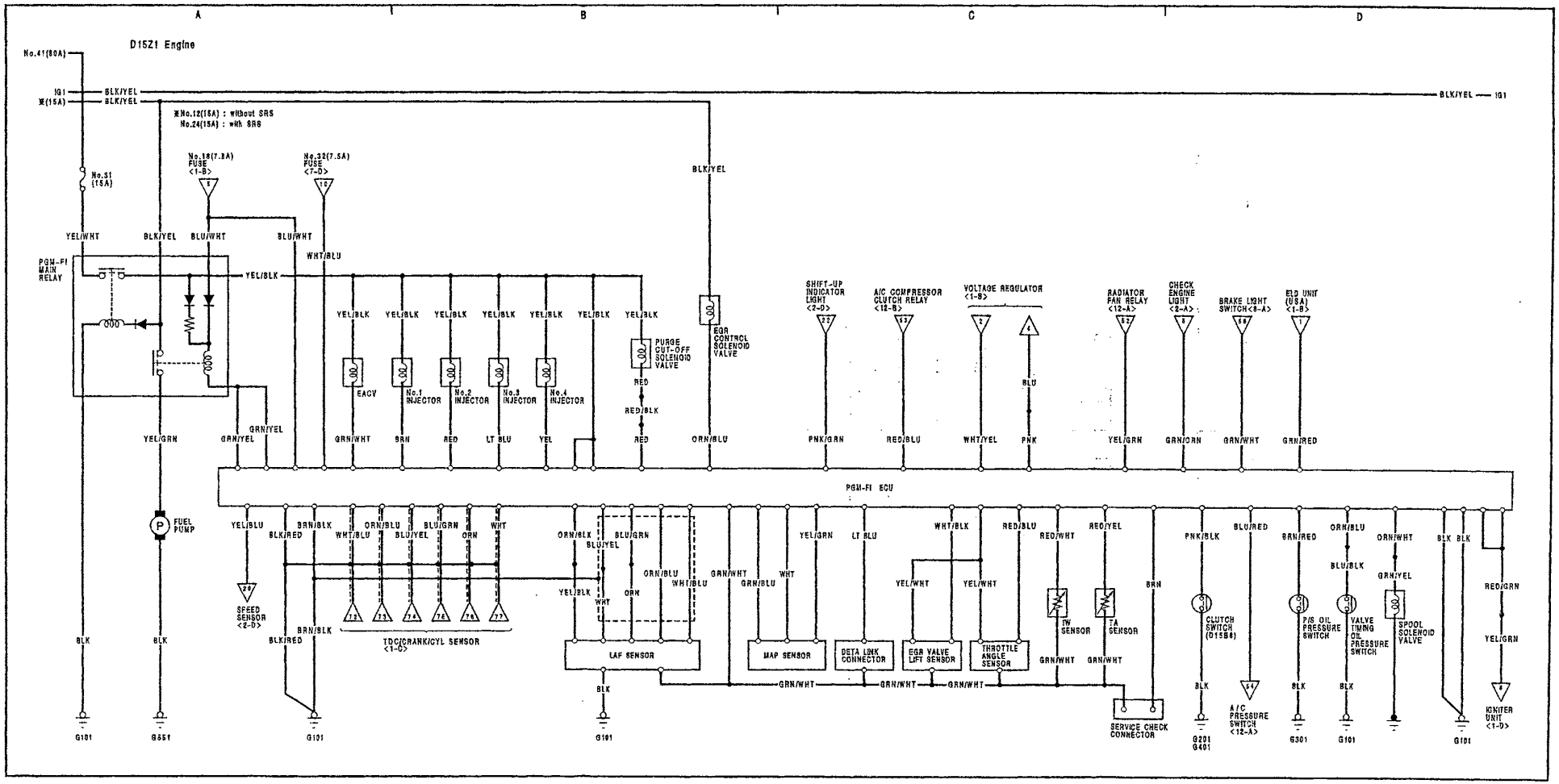

A
B
C
D
BAT(ABS)
No.41(80A)
IG1 — BLK/YEL
※(15A) — BLK/YEL
No.13(7.5A) — BLK/YEL
※No.12(15A) : without SRS
No.24(15A) : with SRS
No.33 (15A)
No.35 (20A)
No.37 (30A)
BLK/YEL
WHT
RADIATOR FAN RELAY
CONDENSER FAN RELAY
HEATER MOTOR RELAY
A/C COMPRESSOR CLUTCH RELAY
PGM-FI ECU <14-D or 16-D>
A/C PRESSURE SWITCH
A/C THERMOSTAT
A/C SWITCH <12-D>
A/C COMPRESSOR CLUTCH
PGM-FI ECU <14-C or 16-C>
YEL/GRN
BLU/RED
YEL/WHT
BLU/WHT
BLU/BLK
BLK
RED
GRN
COOLANT TEMPERATURE SWITCH
RADIATOR FAN MOTOR
CONDENSER FAN MOTOR
BLOWER MOTOR
RESISTOR
FAN SWITCH
OFF
BLU
BLU/YEL
A/C THERMOSTAT <12-A>
A/C SWITCH
(LED)
DIMMING CIRCUIT
LIGHTS (1.4Wx2)
No.19(10A) FUSE <6-C or 6-C>
RECIRCULATION CONTROL MOTOR
MODE CONTROL MOTOR
RED/BLK
GRN/WHT
GRN/RED
YEL/RED
GRN/YEL
BLU/WHT
YEL
YEL/BLU
FRHSH
REC.
VENT
B/L
HEAT
H/O
DEF.
HEATER CONTROL PANEL
DASHLIGHT BRIGHTNESS CONTROLLER <5-C or 6-C>
G101
G201
G751
G401

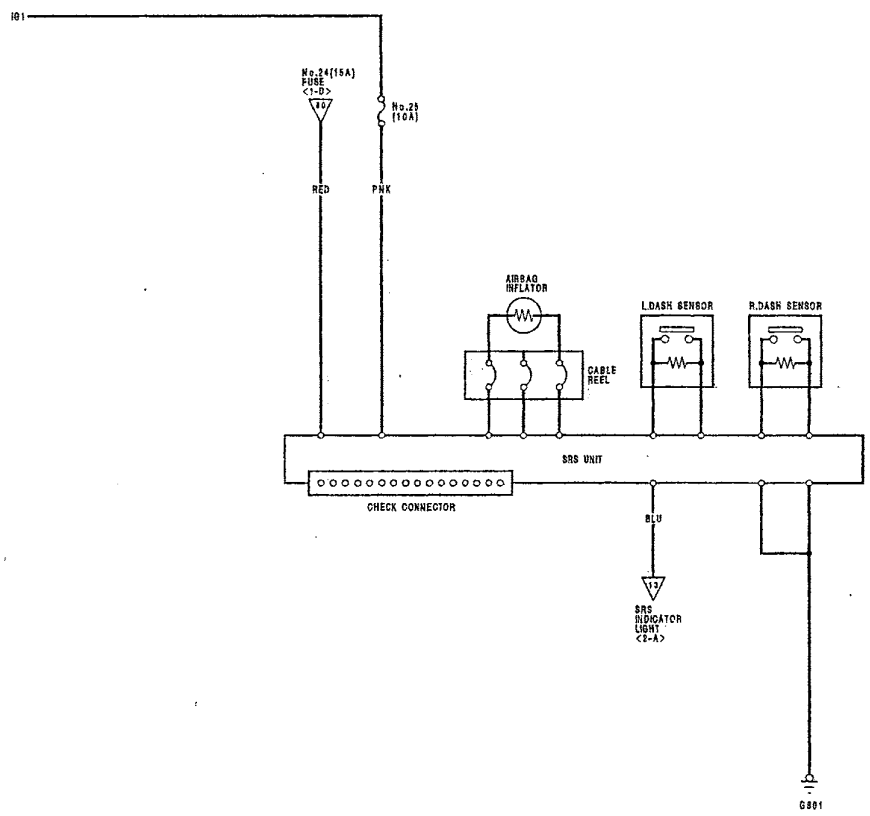
12


A
B
C
D
BAT(ABS)
No.41(80A)
IG1 — BLK/YEL
No.13(7.5A) — BLK/YEL
BLK/YEL
*No.12(15A) : without SRS
No.24(15A) : with SRS
No.55 (20A)
No.54 (15A)
BLK/YEL
BLU/BLK
No.51 (50A)
FRONT FAIL-SAFE RELAY
REAR FAIL-SAFE RELAY
ABS MOTOR RELAY
BRN/BLK
ABS INDICATOR LIGHT <2-A>
BRAKE LIGHT SWITCH <8-A>
L.FRONT SOLENOID
R.FRONT SOLENOID
REAR SOLENOID
No.57 (7.5A)
IN
OUT
WHT/GRN
WHT
BLU/RED
GRN/WHT
RED/BLU
YEL/BLU
RED/BLK
YEL/BLK
YEL/GRN
RED/WHT
YEL/WHT
YEL/RED
WHT/BLU
BRN/YEL
ABS CONTROL UNIT
INSPECTION CONNECTOR
BLK/YEL
BLU/WHT
GRN/YEL
LT BLU
GRN/BLK
GRN/BLU
GRN/BLU
BRN
GRN/BLK
GRN
LT BLU
GRY
GRN/YEL
BLU/YEL
YEL
WHT/BLU
GRN/RED
BRN
ABS MOTOR
L.FRONT
R.FRONT
L.REAR
R.REAR
SPEED SENSORS
ABS PRESSURE SWITCH
VOLTAGE REGURETOR <1-B>
PARKING BRAKE/ BRAKE FLUID LEVEL SWITCH <2-B>
SERVICE CHECK CONNECTOR <14-C>
BLK
G202
G202
G202

13

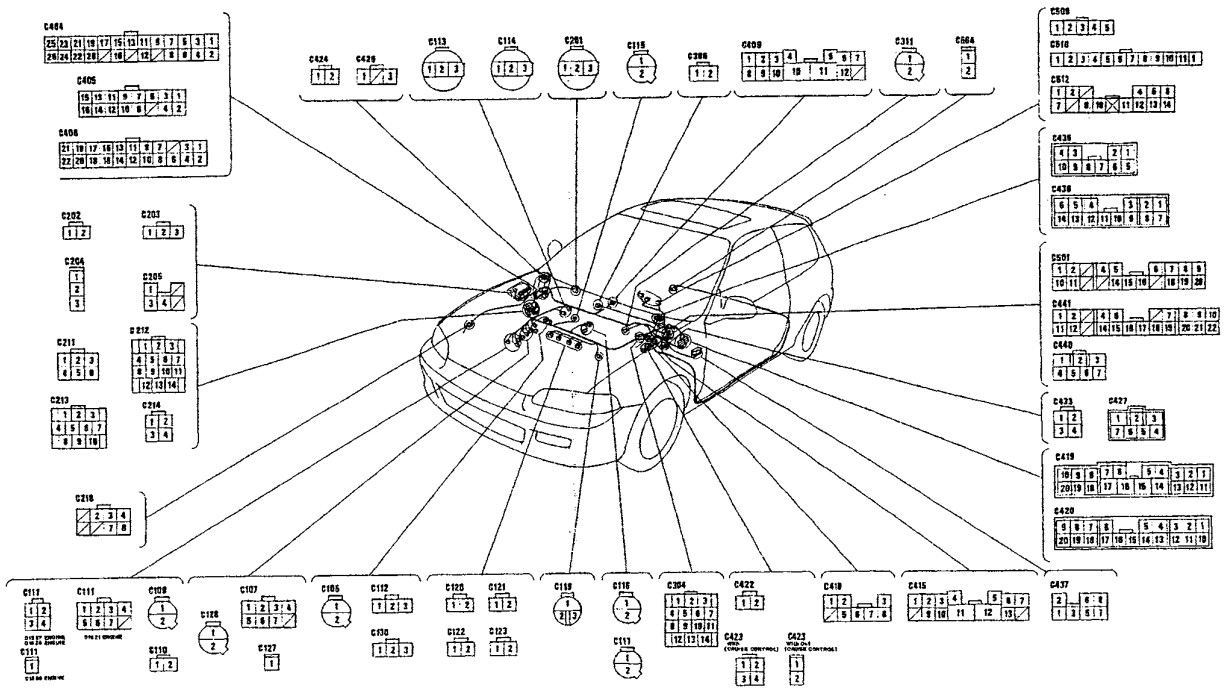

D15B7/D15B8/D16Z6 Engine
No.41(80A)
IG1
BLK/YEL
*(15A)
*No.12(15A) : without SRS
No.24(15A) : with SRS
No.31 (15A)
No.18(7.5A) FUSE <1-B>
No.32(7.5A) FUSE <7-D>
YEL/WHT
BLU/WHT
WHT/BLU
PGM-FI MAIN RELAY
YEL/BLK
YEL/GRN
GRN/YEL
FUEL PUMP
EACV
No.1 INJECTOR
No.2 INJECTOR
No.3 INJECTOR
No.4 INJECTOR
PURGE CUT-OFF SOLENOID VALVE
RED
RED/BLK
GRN/WHT
BRN
RED
LT BLU
YEL
SHIFT-UP INDICATOR LIGHT(D15B8) <2-D>
A/C COMPRESSOR CLUTCH RELAY <12-B>
VOLTAGE REGULATOR <1-B>
BLU
RADIATOR FAN RELAY <12-A>
CHECK ENGINE LIGHT <2-A>
BRAKE LIGHT SWITCH<8-A>
ELD UNIT (USA) <1-B>
INTERLOCK CONTROL UNIT<3-D>
PNK/GRN
RED/BLU
WHT/YEL
PNK
YEL/GRN
GRN/ORN
GRN/WHT
GRN/RED
WHT/RED
PGM-FI ECU
BLK/RED
BRN/BLK
WHT/BLU
ORN/BLU
BLU/YEL
BLU/GRN
ORN
WHT
SPEED SENSOR <2-D>
TDC/CRANK/CYL SENSOR <1-C>
O2 SENSOR (D15B8)
O2 SENSOR (D15B7,D16Z6)
MAP SENSOR
DATA LINK CONNECTOR
THROTTLE ANGLE SENSOR
( ):D15B7
YEL/BRN
(YEL/GRN)
YEL/WHT
LT GRN
RED/WHT
RED/BLU
TW SENSOR
TA SENSOR
RED/YEL
BRN
ABS CONTROL UNIT<13-C>
SERVICE CHECK CONNECTOR
YEL
GRN/BLK
GRN/BLU
GRN
BRN/RED
BLU/RED
ORN/BLU
BLU/BLK
ORN/WHT
GRN/YEL
BLK
RED/GRN
YEL/GRN
LOCK-UP CONTROL SOLENOID VALVE
SHIFT POSITION CONSOLE SWITCH <3-A>
SHIFT POSITION INDICATOR <3-A>
CLUTCH SWITCH (D15B8)
A/C PRESSURE SWITCH <12-A>
P/S OIL PRESSURE SWITCH
VALVE TIMING OIL PRESSURE SWITCH (D15Z8)
SPOOL SOLENOID VALVE (D16Z6)
IGNITER UNIT <1-D>
G101
G551
G101
G201
G401
G301
G101
G101

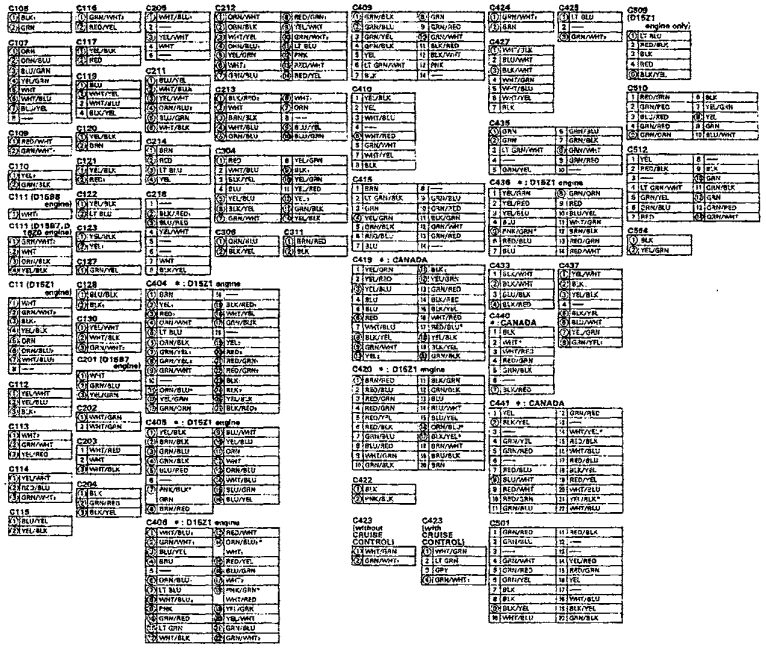

A
B
C
D
D15Z1 Engine
No.41(80A)
IG1
*(15A)
BLK/YEL
*No.12(15A) : without SRS
No.24(15A) : with SRS
No.18(7.5A) FUSE <1-B>
No.32(7.5A) FUSE <7-D>
No.31 (15A)
YEL/WHT
BLU/WHT
WHT/BLU
PGM-FI MAIN RELAY
YEL/BLK
EACV
No.1 INJECTOR
No.2 INJECTOR
No.3 INJECTOR
No.4 INJECTOR
PURGE CUT-OFF SOLENOID VALVE
EGR CONTROL SOLENOID VALVE
RED
RED/BLK
ORN/BLU
SHIFT-UP INDICATOR LIGHT <2-D>
A/C COMPRESSOR CLUTCH RELAY <12-B>
VOLTAGE REGULATOR <1-B>
RADIATOR FAN RELAY <12-A>
CHECK ENGINE LIGHT <8-A>
BRAKE LIGHT SWITCH<8-A>
ELD UNIT (USA) <1-B>
PNK/GRN
RED/BLU
WHT/YEL
PNK
BLU
YEL/GRN
GRN/ORN
GRN/WHT
GRN/RED
PGM-FI ECU
YEL/GRN
GRN/YEL
FUEL PUMP
YEL/BLU
BRN/BLK
BLK/RED
WHT/BLU
ORN/BLU
BLU/YEL
BLU/GRN
ORN
WHT
SPEED SENSOR <2-D>
TDC/CRANK/CYL SENSOR <1-D>
ORN/BLK
BLU/YEL
YEL/BLK
WHT
LAF SENSOR
GRN/WHT
GRN/BLU
MAP SENSOR
YEL/GRN
LT BLU
DATA LINK CONNECTOR
WHT/BLK
YEL/WHT
EGR VALVE LIFT SENSOR
RED/BLU
THROTTLE ANGLE SENSOR
RED/WHT
TW SENSOR
RED/YEL
TA SENSOR
BRN
SERVICE CHECK CONNECTOR
PNK/BLK
CLUTCH SWITCH (D15B6)
BLU/RED
A/C PRESSURE SWITCH <12-A>
BRN/RED
P/S OIL PRESSURE SWITCH
ORN/BLU
BLU/BLK
VALVE TIMING OIL PRESSURE SWITCH
ORN/WHT
GRN/YEL
SPOOL SOLENOID VALVE
BLK
RED/GRN
IGNITER UNIT <1-D>
G101
G551
G201
G401
G301


A
B
C
D
IG1
No.24(15A)
FUSE
<1-D>
10
No.25
(10A)
RED
PNK
AIRBAG
INFLATOR
L.DASH SENSOR
R.DASH SENSOR
CABLE
REEL
SRS UNIT
CHECK CONNECTOR
BLU
13
SRS
INDICATOR
LIGHT
<2-A>
G801

16

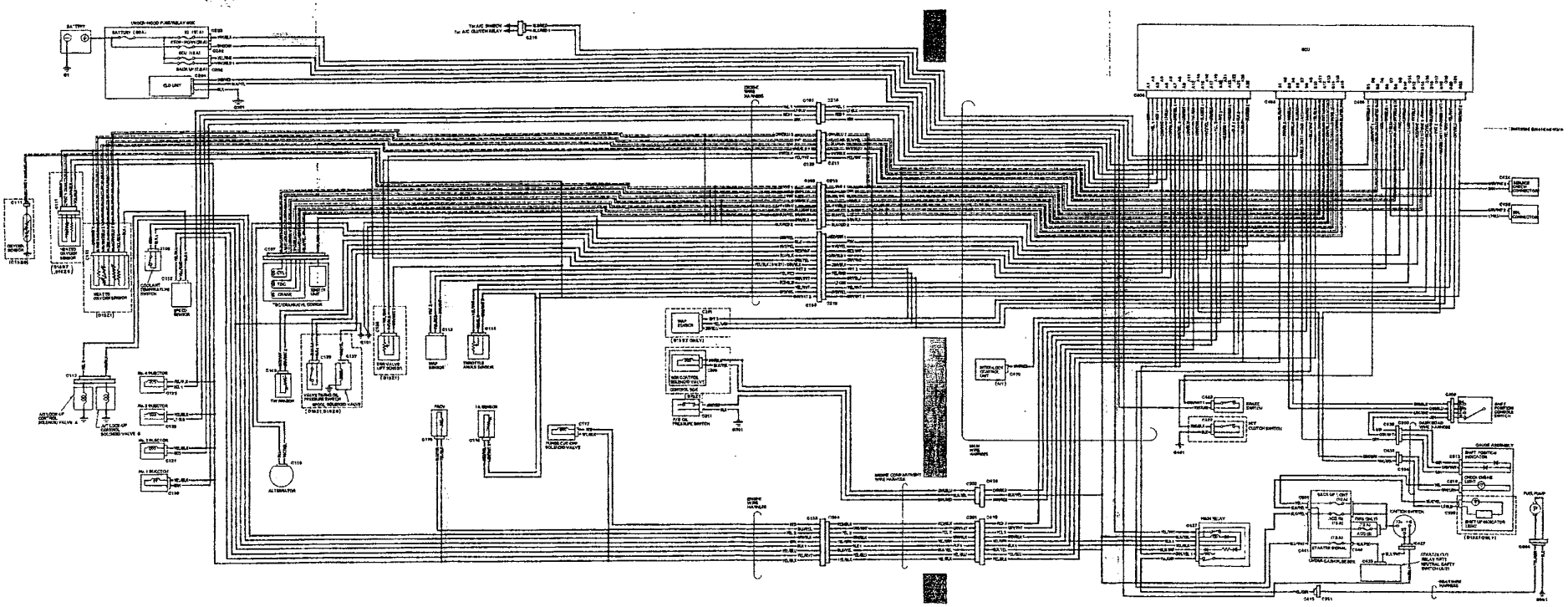
Fuel-Injected System Connectors





NOTE: Several different wires have the same color.
They have been given a number suffix to distinguish them (for example YEL/BLK1 and YEL/BLK2 are not the same).
*1: Related to PGM-FI SYSTEM

Fuel-Injected System Diagram



CIVIC

1992 Electrical Troubleshooting

How To Use This Manual

The next few pages describe how this manual is organized. They also explain what kind of information it contains, what that information means, and how to use it to troubleshoot electrical problems.

This manual divides the electrical system into separate circuits. Each circuit and section is assigned a unique number. For example, the wiper/washer circuit is section 91, the rear wiper/washer circuit is 92, etc. And in the back of the manual are the Component Location photographs in section 201, Connector Cavity Numbering in section 202, and Connector Identification and Wire Harness Routing in section 203.

The section number alone is used on the first page of each section. The remaining pages are numbered using the section number and consecutive page numbers, beginning with 1. So, in section 91, for example, the pages are numbered 91, 91-1, 91-2, etc. Sections are *not* numbered consecutively; we've skipped some numbers to leave room for new circuits in future manuals.

(cont'd)

Circuit Schematics

Circuit schematics break the entire electrical system into individual systems. Only electrical components that work together are shown together, so you won't be distracted by unrelated wiring.

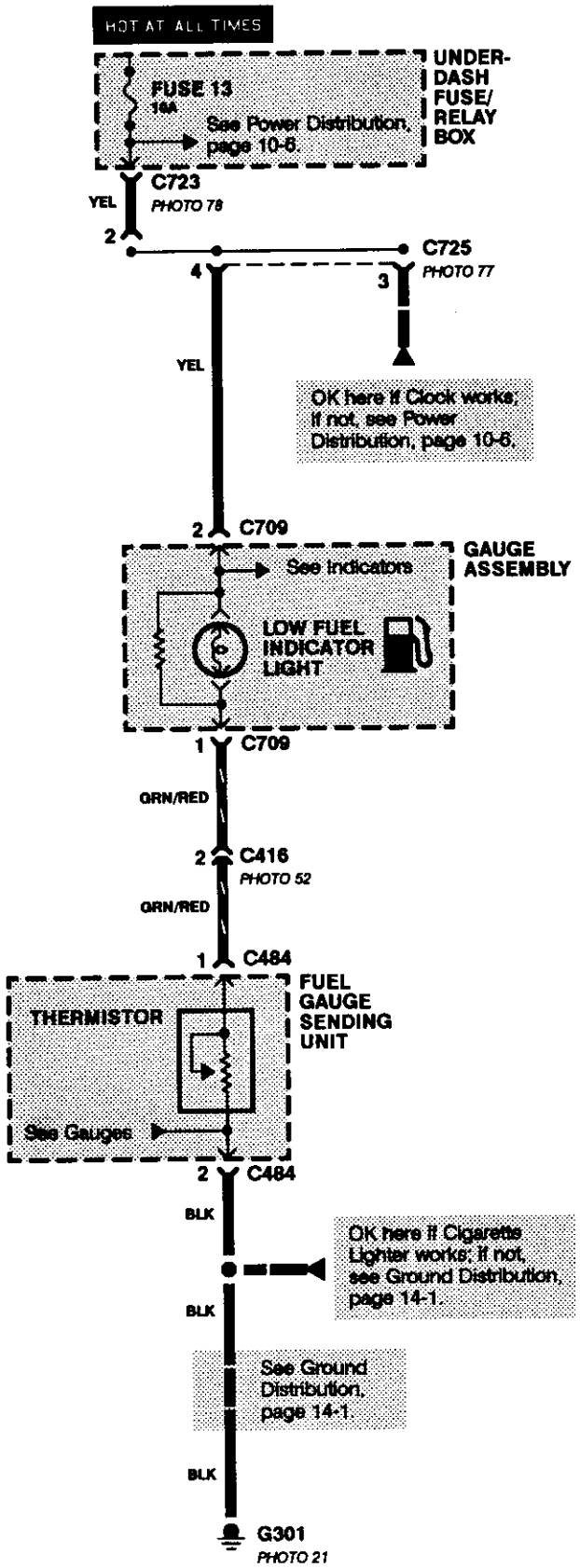
Each drawing is arranged so current flows from power at the top of the page, to ground, at the bottom of the page. The "HOT" labels at the top of a fuse tell you when the ignition switch supplies power to that fuse.

Each circuit is shown completely and independently in one schematic. Other circuits getting their power from the same point, or grounding at the same point, are not shown. However, if other circuits actually share some wires with the circuit shown, the shared wires of the other circuits will be shown too.

Wires that connect to another circuit are shown with an arrowhead pointing in the direction of current flow. Next to the arrowhead is the name of the circuit or component that shares that wiring. You can quickly check shared wiring by checking the operation of the other components in circuits.

"See Power Distribution" means there are more connections here to other circuits shown in the Power Distribution schematic. "See Ground Distribution" means there are more connectors to ground circuits shown in the Ground Distribution schematic.

The note, "OK here if Cigarette Lighter works; if not, see Ground Distribution, page 14-1", is a troubleshooting aid. Check the cigarette lighter by depressing it and waiting for it to release. If the lighter is glowing, the ground circuit is OK from that point to ground.

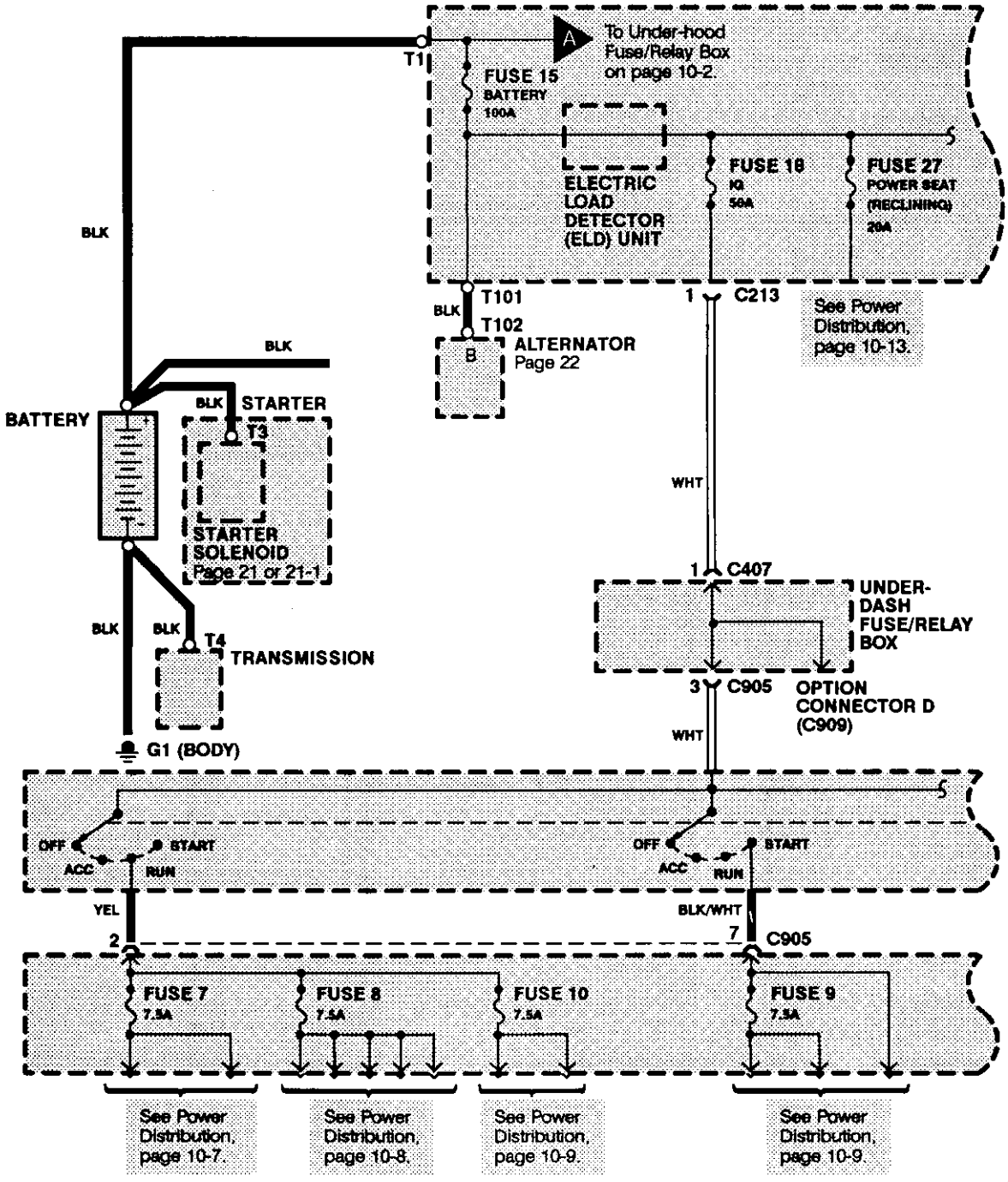


Power Distribution Schematics

Power Distribution schematics show how power is supplied from the positive battery terminal to various circuits in the car. Refer to Power Distribution to get a more detailed picture of how voltage is supplied to the circuit you're working on.

From Battery to Fuses and Relays

Individual circuit schematics begin with a fuse. The first half of Power Distribution, however, shows the wiring between the battery and the fuses.



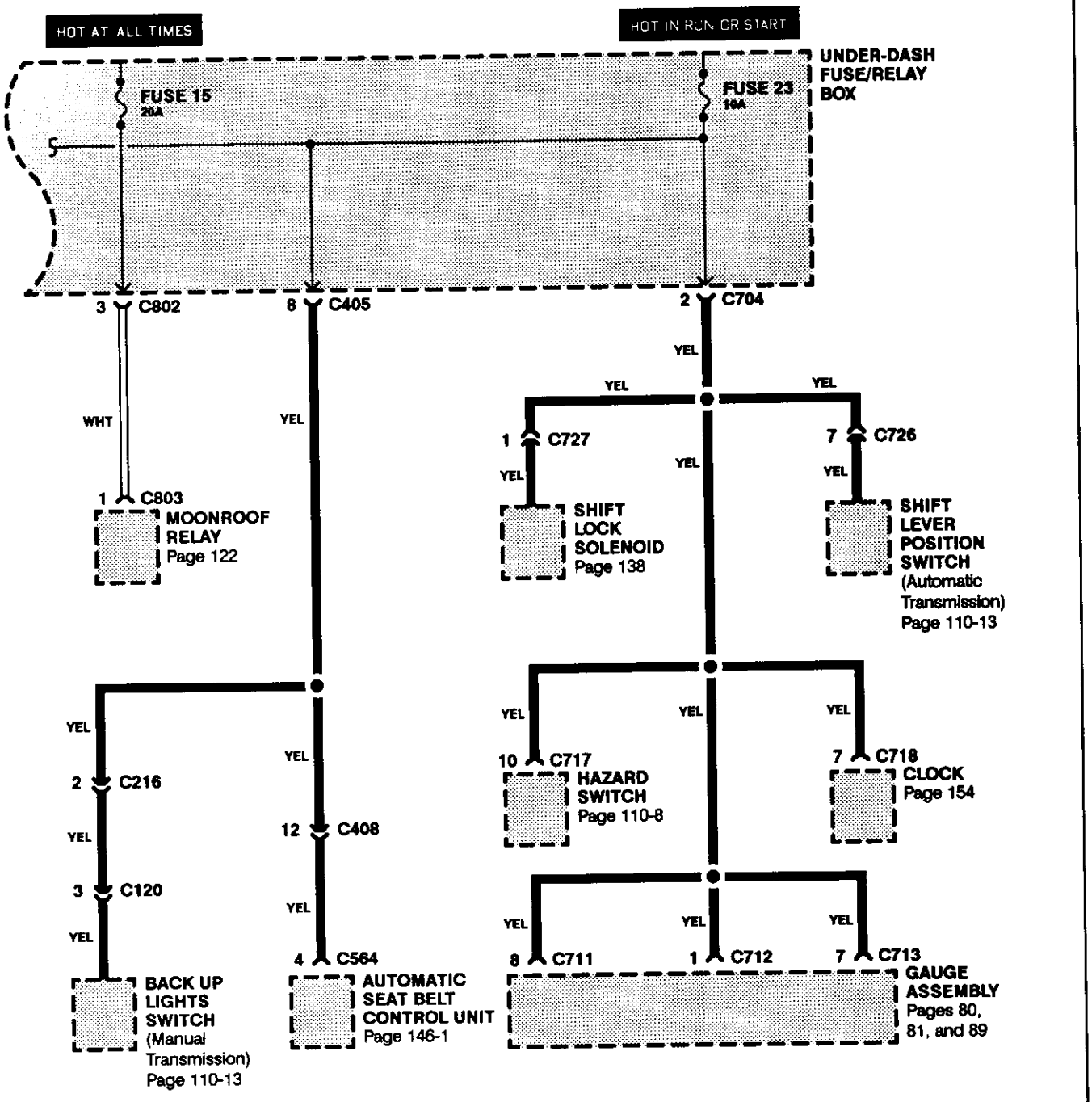
(cont'd)

Power Distribution Schematics (cont'd)

From Fuses and Relays to Components

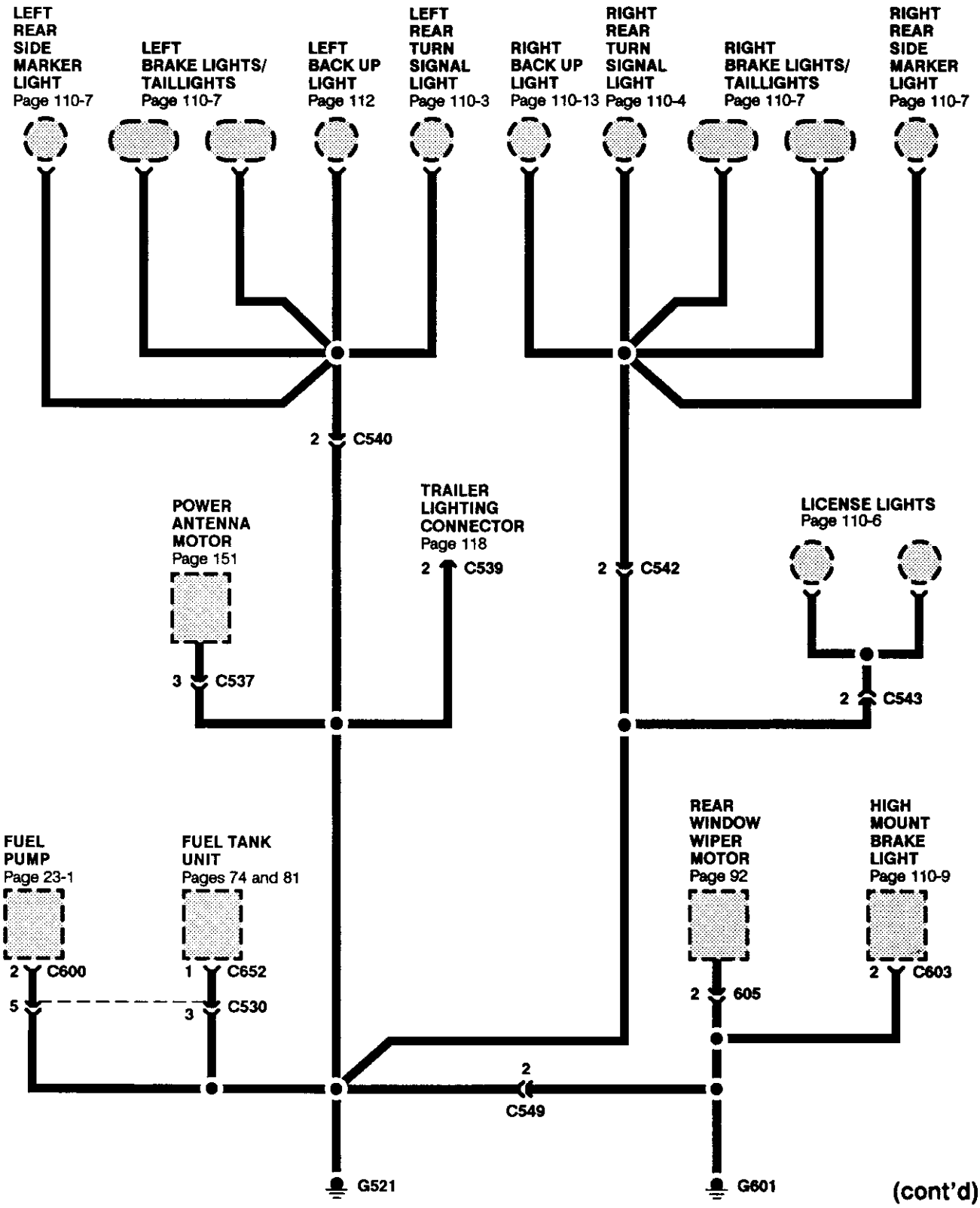
This sample "Fuses and Relays to Components" schematic shows how voltage is supplied from the fuse or relay to each component.

The second half of Power Distribution shows the wiring between the fuses and relays and the components. This can speed your troubleshooting by showing which circuits share fuses. If Power Distribution shows that an inoperative circuit and a second circuit share a fuse, check the second circuit. If it works, you know the fuse is good and voltage is available to the inoperative circuit.



Ground Distribution Schematics

This sample Ground Distribution schematic shows all of the components that share two ground points.

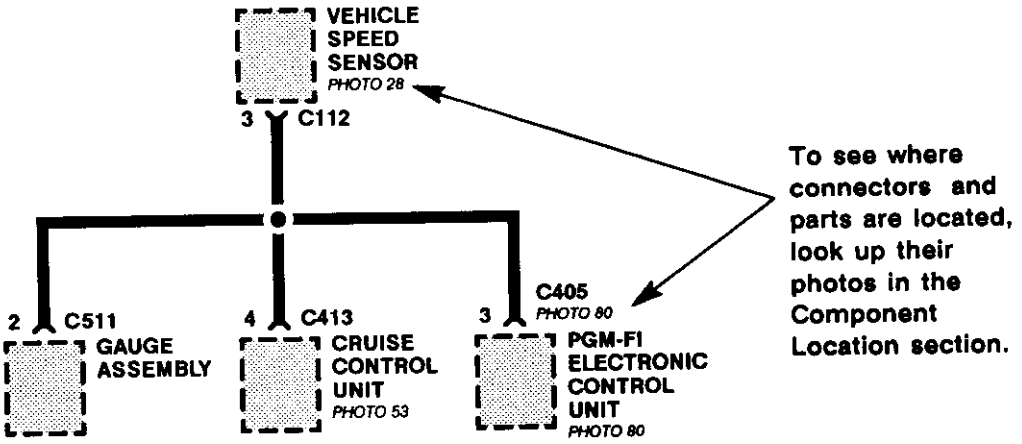


(cont'd)

How To Use This Manual (cont'd)

Component Location

To see where a component or connector is actually located on the car, look up its photo number in the Component Location section (in the back of the book). The photo will also tell you what color the connector is, and how many cavities it has.



If there is no photo number below or beside it, look up the component or connector in the index at the beginning of the Connector Identification and Wire Harness Routing section (at the end of the book). Find the page number of the illustration that contains the connector you're looking for. The index will also tell you what color the connector is, how many cavities it has, which harness it's in, and what component or harness it connects to.

Connector	Number of Cavities, Color	Wire Harness	Connects To	Page
C101	4-GRY	Engine	Main Harness	203-7
C102	10-GRY	Engine	Main Harness	203-7
C103	14-GRY	Engine	Main Harness	203-7
C104	1-BLK	Engine	Starter Solenoid	203-7
C105	2-GRY	Engine	Ignition Coil	203-7

Symbols

The abbreviations and symbols explained here are used throughout the manual; you'll need to know what they mean before you can use the schematics effectively.

Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

BLK	black
BLU	blue
BRN	brown
GRN	green
GRY	gray
LT BLU	light blue
LT GRN	light green
ORN	orange
PNK	pink
PUR	purple
RED	red
WHT	white
YEL	yellow

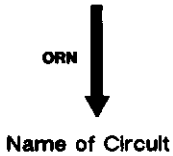
Wires

A wavy line means the wire is broken by the binding of the book but continues on the next page.

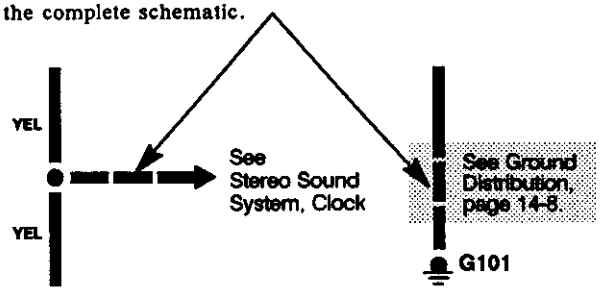
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)

This circuit continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 10-3 and look for the "Z" arrow.

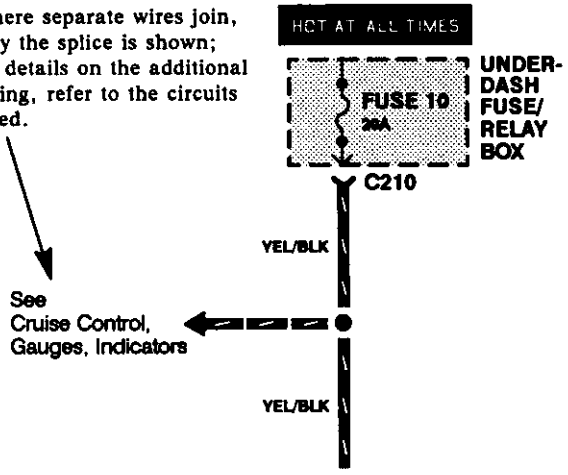
This means the branch of the wire connects to another circuit. The arrow points to the name of the circuit branch where the wire continues.



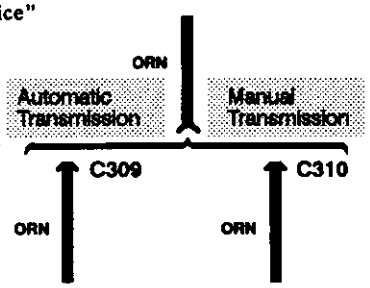
A broken line means this part of the circuit is not shown; refer to the circuit listed for the complete schematic.



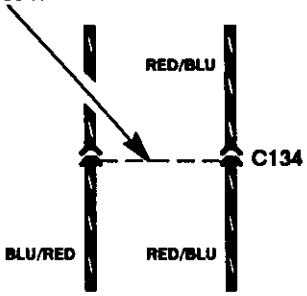
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.



Wire choices for options or different models are labeled and shown with a "choice" bracket like this.



This broken line means both terminals are in connector C134.



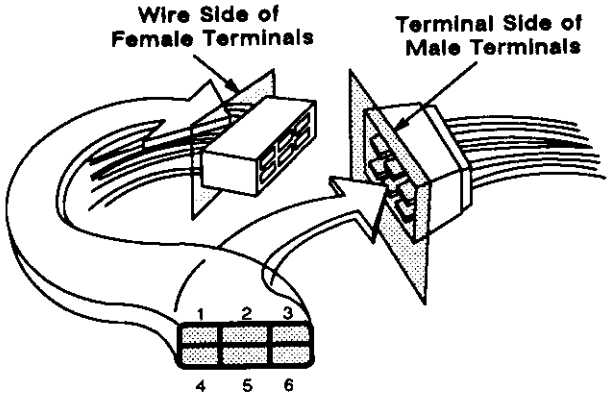
(cont'd)

How To Use This Manual

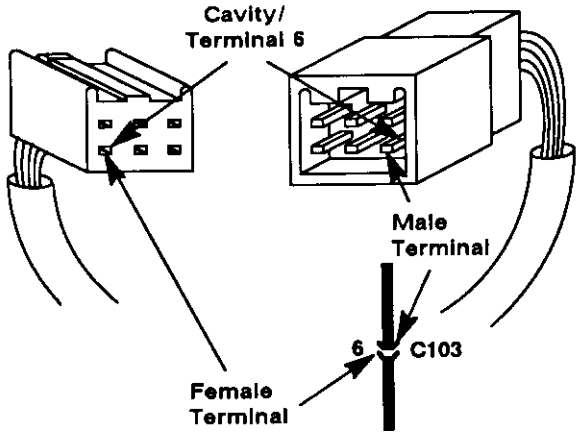
Symbols (cont'd)

Connectors — "C"

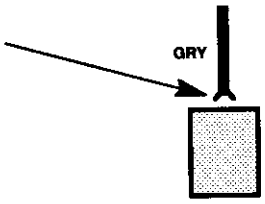
The cavities (and wire terminals) in each connector are numbered starting from the upper left, looking at the male terminals from the terminal side (or looking at the female terminals from the wire side. Both views are in the same direction so the numbers are the same.) All actual cavities are numbered, even if they have no wire terminals in them.



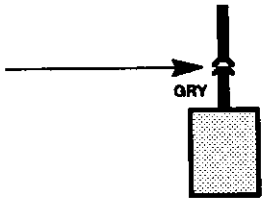
The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



This means the connector connects directly to the component.

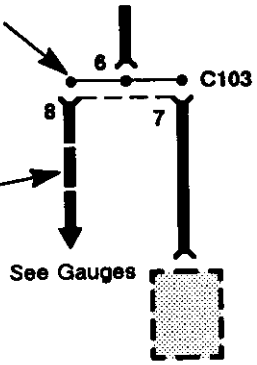


This means the connector connects to a lead (pigtail) wired directly to the component.



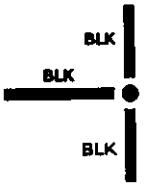
This symbol represents one bus inside the cap of a junction connector. A junction connector cap contains several buses, but only the one affecting that circuit will be shown. The dots represent tabs on the bus that the wire terminals connect to.

Remaining wires to the same bus are represented by a broken line.



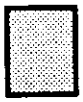
Splices — "S"

Splices (S) are shown as a dot. Their location and the number of wires may vary depending on the harness manufacturer.

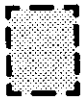


Components

A solid border line means the entire component is shown.



A broken border line indicates that only part of the component is shown.

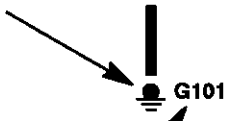


The name of the component appears next to its upper right corner followed by notes about its function.

BRAKE SWITCH
Closed with pedal depressed.

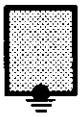
Ground — "G"

This symbol means the end of the wire is attached (grounded) to the car frame or to a metal part connected to the frame.



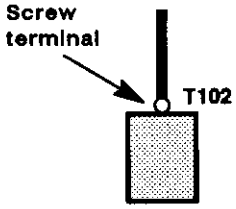
Each wire ground (G) is numbered for reference.

This ground symbol (dot and 3 lines) overlapping the component means the housing of the component is grounded to the car frame or to a metal part connected to the frame.



This symbol represents the bus inside a ground connector. The dots represent tabs on the bus that the wire terminals connect to. The ground symbol (large dot) is the connection between the bus and metal (grounded) part of the car.

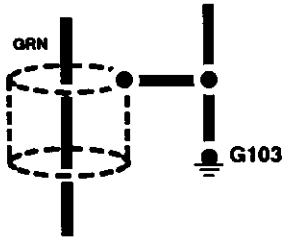
Terminals - "T"



Each "T" terminal (ring type) is numbered for reference and location. A "T" terminal is secured with a screw or bolt.

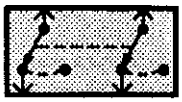
Shielding

This represents RFI (Radio Frequency Interference) shielding around a wire. The shielding is always connected to ground.

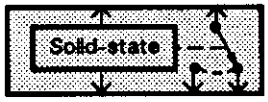


Switches

These switches move together; the broken straight line between them means they are mechanically connected.

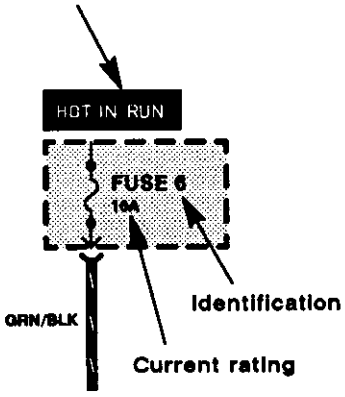


Other types of switches are controlled by a coil or a solid state circuit. Unless otherwise noted, all switches are shown in their normal (rest) position, with power off.



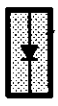
Fuses

This means power is supplied when the ignition switch is in RUN.



Diodes

A rectifier diode works like a one way valve. It allows current to flow only in the direction of the arrow.



A Zener diode blocks reverse current at normal voltages just like a rectifier diode. At high voltages, however, a Zener diode allows current to flow in reverse.

(cont'd)

How To Use This Manual (cont'd)

Five-Step Troubleshooting

1. **Verify The Complaint**

   Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. **Analyze The Schematic**

   Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the circuit components to ground. Also, trace circuits that share wiring with the problem circuit. The names of circuits that share the same fuse, ground, or switch, and so on, are referred to in each circuit schematic. Try to operate any shared circuits you didn't check in step 1. If the shared circuits work, the shared wiring is OK, and the cause must be in the wiring used only by the problem circuit. If several circuits fail at the same time, the fuse or ground is a likely cause.

   Based on the symptoms and your understanding of the circuit's operation, identify one or more possible causes of the problem.

3. **Isolate The Problem By Testing The Circuit**

   Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

4. **Fix The Problem**

   Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. **Make Sure The Circuit Works**

   Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

Test Equipment

CAUTION: Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

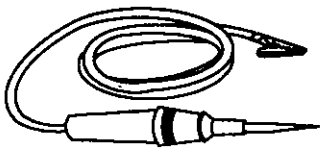
Test Light and DVOM

On circuits without solid-state devices, use a test light to check for voltage. A test light is made up of a 12 volt bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will go on if there is voltage at the point being tested. If you need to know how much voltage is present, use a digital volt ohmmeter (DVOM).

Self-Powered Test Light and DVOM

Use a self-powered test light to check for continuity. This tool is made up of a light bulb, battery, and two leads. To test it, touch the leads together: the light should go on.

Use a self-powered test light only on an unpowered circuit. First, disconnect the battery, or remove the fuse that feeds the circuit you are working on. Select two points in the circuit between which you want to check continuity. Connect one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed, and the light will go on.



Self-Powered Test Light

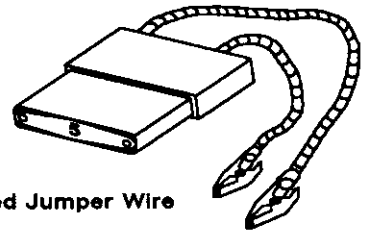
If, in addition, you need to know exactly how much resistance there is between two points, use a DVOM.

In the "OHMS" range, the DVOM will show resistance between two points along a circuit. Low resistance means good continuity.

Diodes and solid-state devices in a circuit can make a DVOM give a false reading. To check a reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

Jumper Wire

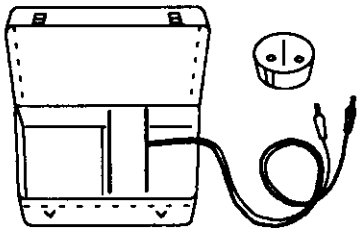
Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never connect a jumper wire across a short circuit. The direct battery short will blow the fuse.



Fused Jumper Wire

Short Finder (Short Circuit Locater)

Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit which you can follow to the location of the short. Its use is explained in the following troubleshooting tests.



Short Finder

To order any test equipment shown above, contact your local tool supplier. For a list of suppliers and tool numbers, refer to Honda Service Bulletin 89-004.

Troubleshooting Precautions

Before Troubleshooting

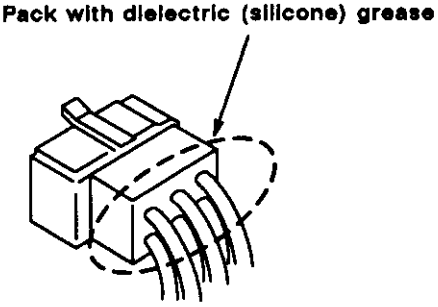
- Check the main fuse and the fuse box.
- Check the battery for damage, state of charge, and clean and tight connections.

CAUTION:

- **Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.**
- **Do not attempt to crank the engine with the ground cable disconnected or you will severely damage the wiring.**

While You're Working

- Make sure connectors are clean, and have no loose terminals or receptacles.
- Make sure multiple terminal connectors are packed with dielectric (silicone) grease. Part Number: 08798-9001.



CAUTION:

- **Do not pull on the wires when disconnecting a connector. Pull only on the connector housings.**
- **When connecting a connector, push it until it clicks into place.**

CAUTION: Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

(cont'd)

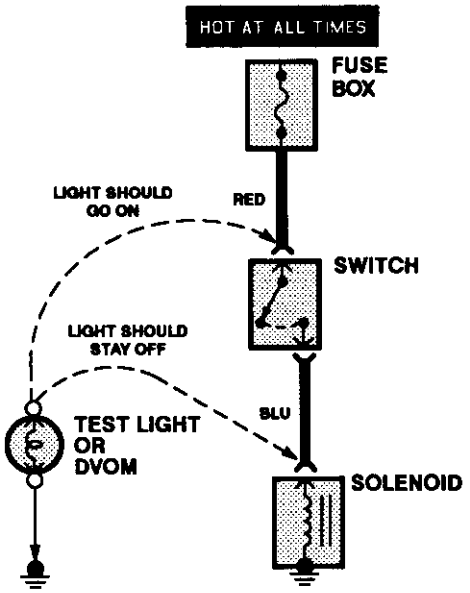
How To Use This Manual (cont'd)

Troubleshooting Tests

Testing for Voltage

When testing for voltage at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Connect one lead of the test light to a known good ground, or, if you're using a digital volt ohmmeter (DVOM), place it in the appropriate DC volts range, and connect its negative lead to ground.



2. Connect the other lead of the test light or DVOM to the point you want to check.

3. If the test light glows, there is voltage present. If you're using a DVOM, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.

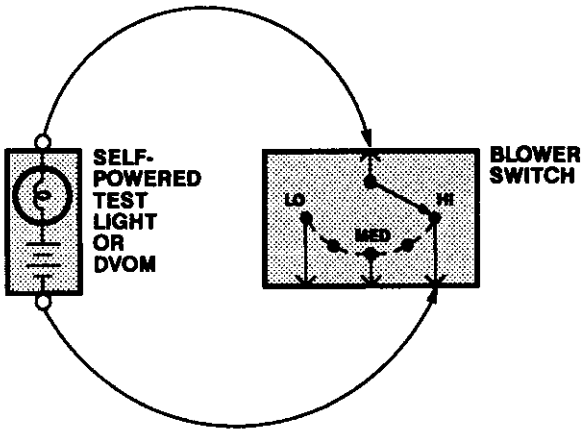
NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).

Testing for Continuity

When testing for continuity at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Disconnect the negative cable from the car battery. If you're using a DVOM, place it in the lowest "OHMS" range.

2. Connect one lead of a self-powered test light or DVOM to one end of the part of the circuit you want to test.



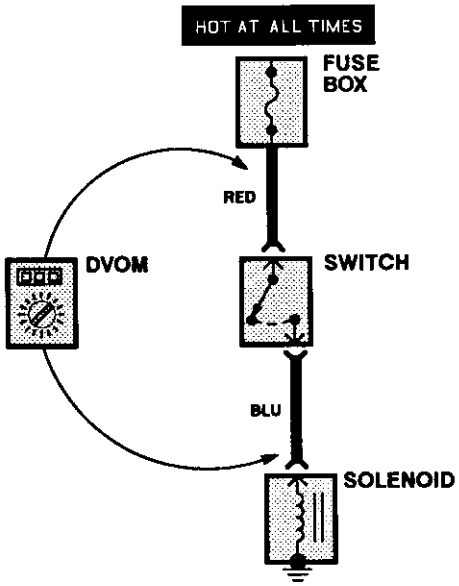
3. Connect the other lead to the other end.

4. If the self-powered test light glows, there is continuity. If you're using a DVOM, a low reading or no reading (zero), means good continuity.

Testing for Voltage Drop

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

1. Place the DVOM in the appropriate DC volts range. Connect the positive lead to the end of the wire (or to the connector or switch) closest to the battery.



2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).

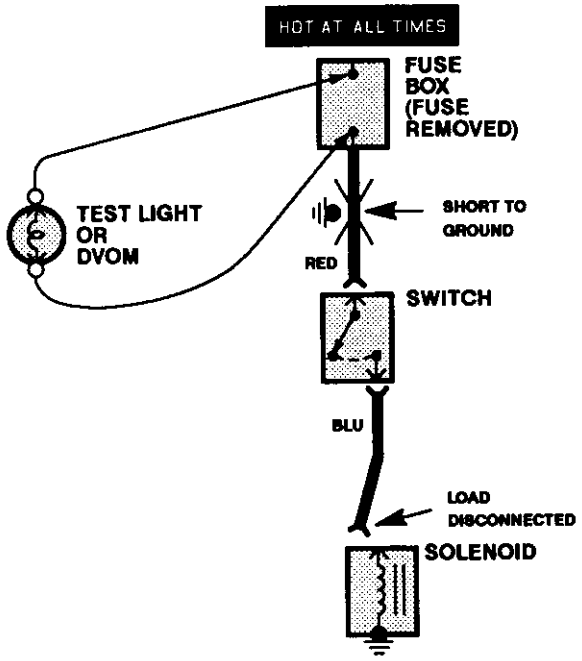
3. Turn on the components in the circuit.

4. The DVOM will show the difference in voltage between the two points. A difference, or drop, of more than one volt indicates a problem. Check the circuit for loose, dirty, or bent terminals.

Testing for a Short to Ground with a Test Light or DVOM

1. Remove the blown fuse and disconnect the load.

2. Connect a test light or DVOM (placed in the appropriate DC volts range) across the fuse terminals to make sure that voltage is present. You might have to turn the ignition switch to RUN; check the schematic to see.



3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.

4. Where the test light goes off, or the DVOM voltage drops to zero, there is a short to ground in the wiring near that point.

NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).

(cont'd)

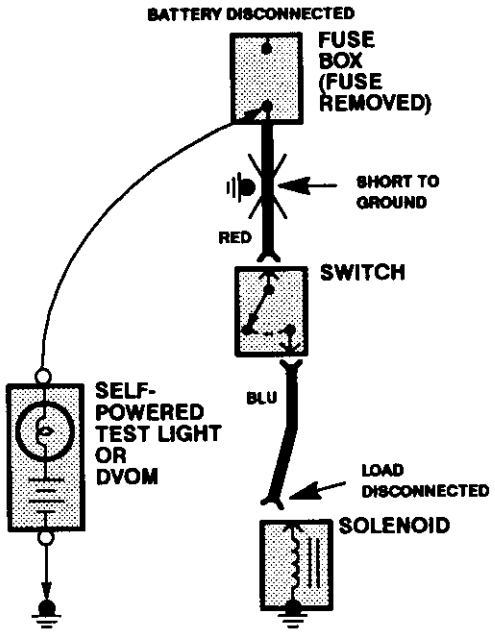
How To Use This Manual

Troubleshooting Tests (cont'd)

Testing for a Short to Ground with a Self-Powered Test Light or DVOM

1. Remove the blown fuse and disconnect the battery and load.

2. Connect one lead of a self-powered test light or DVOM (placed in the lowest "OHMS" range) to the fuse terminal on the load side.



3. Connect the other lead to a known good ground.

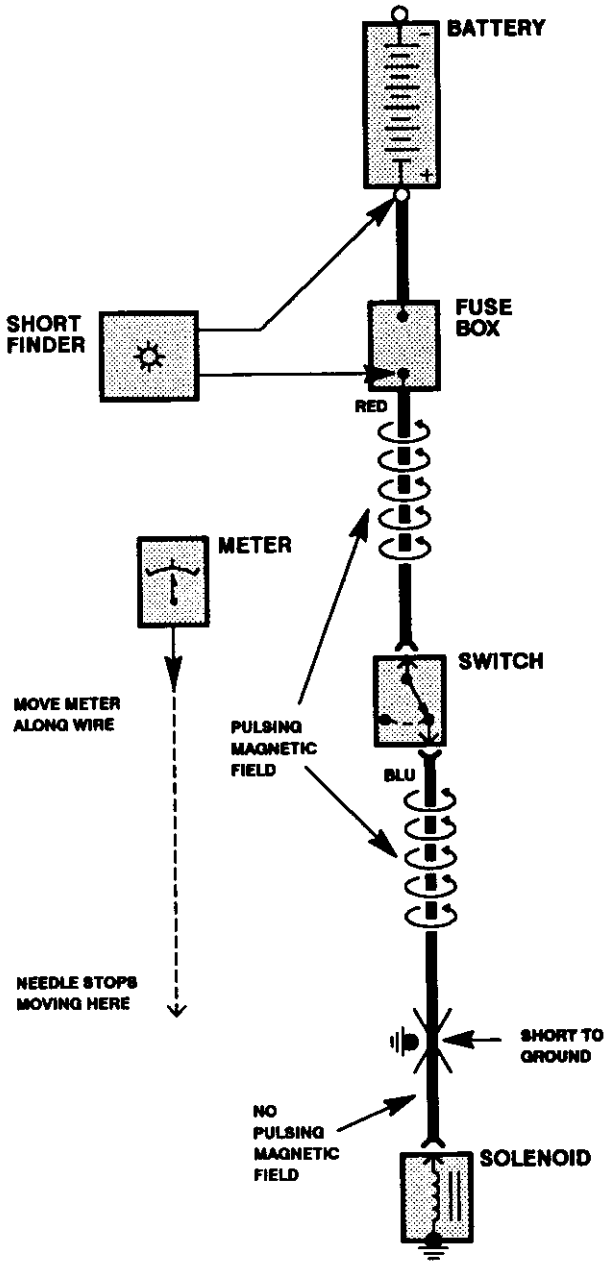
4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.

5. If the self-powered test light goes on or the DVOM displays resistance, there is a short to ground in the wiring near that point.

Testing for a Short with a Short Circuit Locator (Short Finder)

1. Remove the blown fuse. Leave the battery connected.

2. Connect the short finder across the battery terminals and the load (component) side of the fuse terminal.



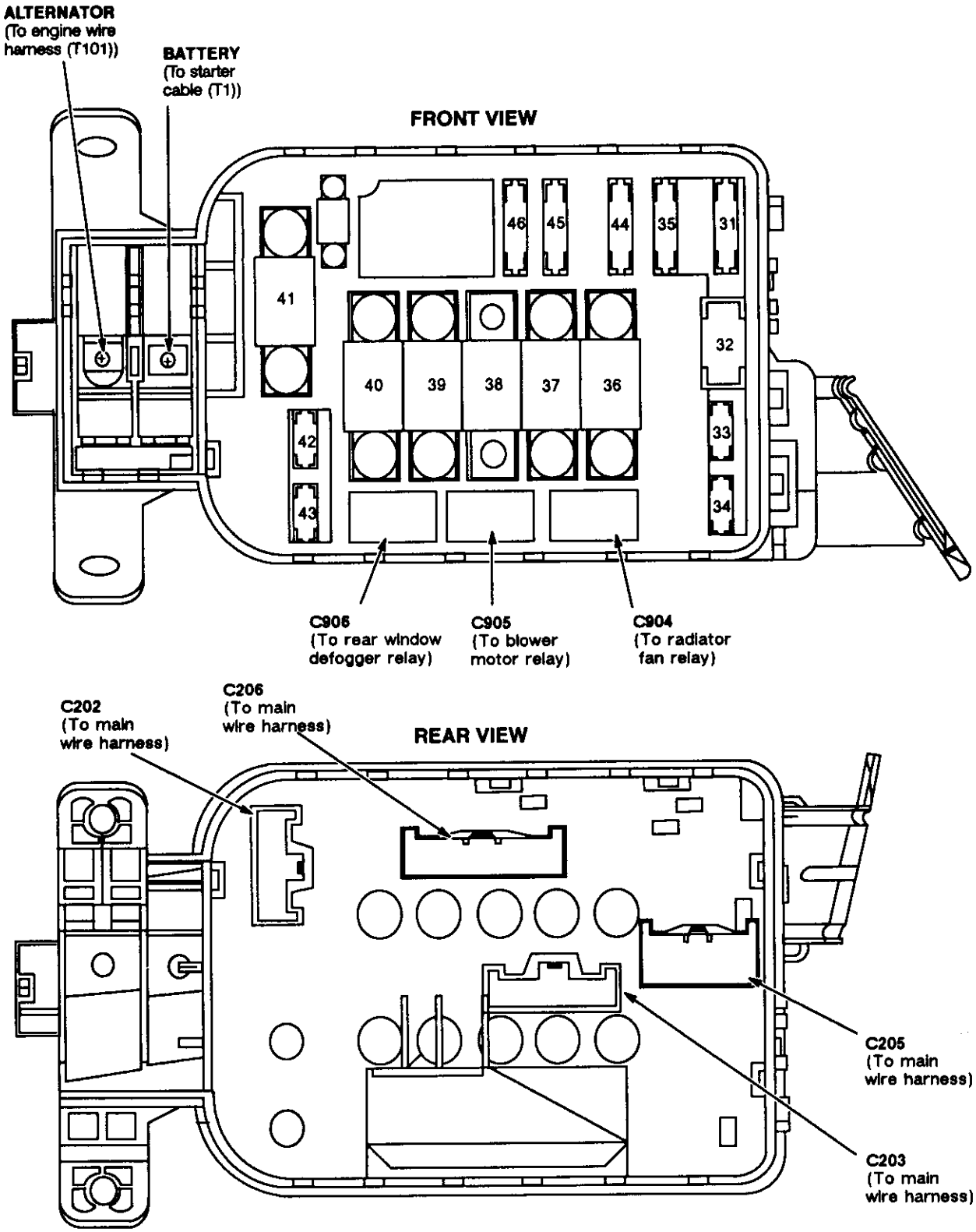
3. Close all switches in the circuit you're testing.

4. Turn on the short finder. This creates a pulsing magnetic field around the wiring between the fuse box and the short.

5. Beginning at the fuse box, slowly move the short finder along the circuit wiring. The meter will show current pulses through sheet metal and body trim. As long as the meter is between the fuse and the short, the needle will move with each current pulse. Once you move the meter past the point of the short, the needle will stop moving. Check the wiring and connectors in this area to locate the cause of the short.

Fuse/Relay Information

Under-hood Fuse/Relay Box

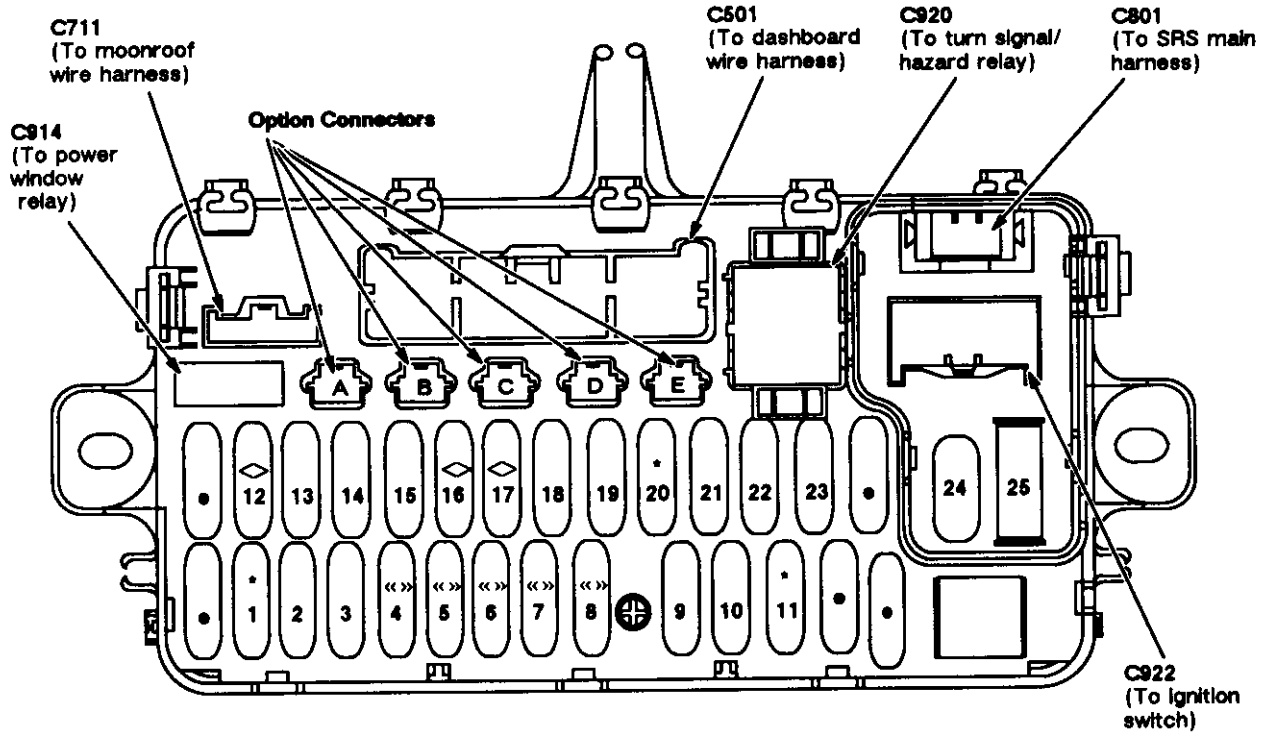


Fuse Number	Fuse Name	Amps	Component or Circuit Protected
31	ECU	15	PGM-FI electronic control unit, PGM-FI main relay
32	BACK UP	7.5	PGM-FI electronic control unit, Clock, Stereo radio/cassette player
33	COOLING FAN	15	Radiator fan relay
34	RR DEFROSTER	30	Rear window defogger
35	CONDENSER FAN	20	Condenser fan motor, A/C compressor clutch
36	OPTION	50	Power distribution to fuses 1,3,6; Power windows, Option connector A
37	HEATER MOTOR	30	Blower motor
38	—	—	Not used
39	IG	50	Ignition switch (BAT)
40	LIGHT	40	Combination light switch, Fuse 17
41	BATTERY	80	Power distribution (main fuse)
42	STOP, HORN	20	Horns, Brake lights, Key interlock solenoid
43	HAZARD	10	Turn signal lights, Turn signal/hazard relay
44	—	—	Not used
45	—	—	Not used
46	—	—	Not used

(cont'd)

Fuse/Relay Information (cont'd)

Under-dash Fuse/Relay Box



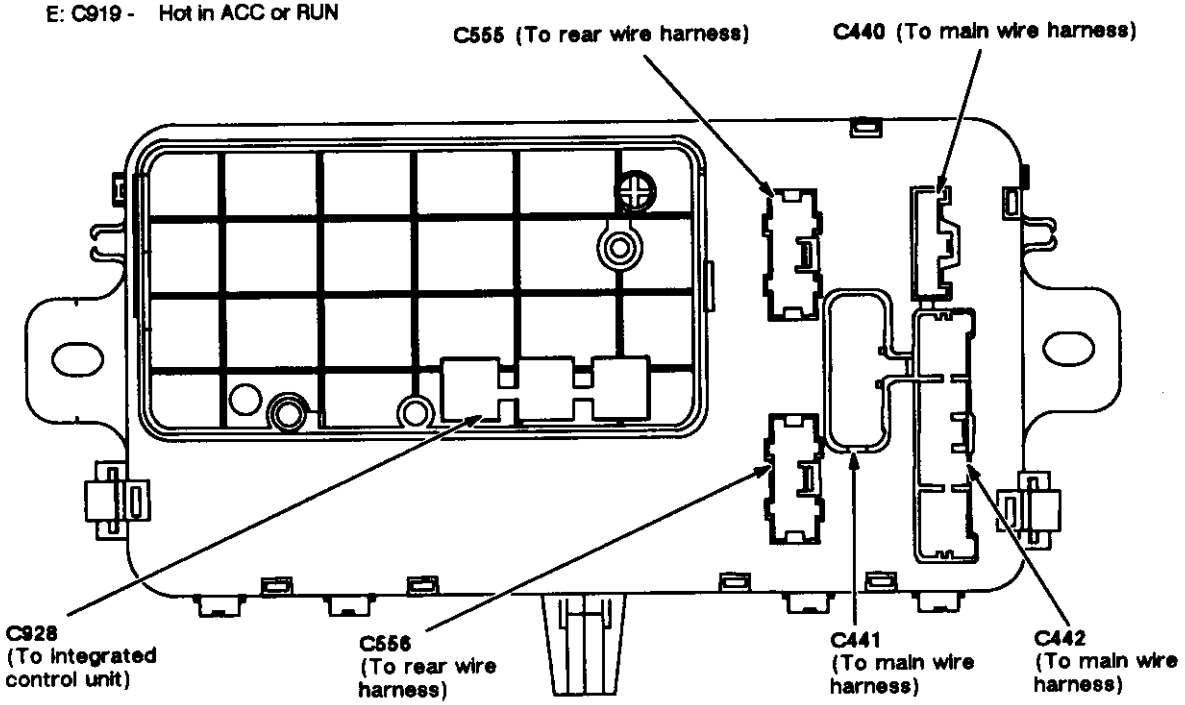
Option Connectors Index

- A: C915 - Hot at all times
- B: C916 - Hot at all times
- C: C917 - Hot in RUN
- D: C918 - Hot with light switch in HEAD or PARK
- E: C919 - Hot in ACC or RUN

Option Connector Fuse Protection

- A: C915 - Fuse 36
- B: C916 - Fuse 17
- C: C917 - Fuse 16
- D: C918 - Fuse 19
- E: C919 - Fuse 23

- • Spare Fuse
- * Not Used
- ◇ Canada, No SRS
- <◇> Sedan



Fuse Number	Amps	Component or Circuit Protected
1	30	Moonroof motor
2	—	Not used
3	7.5	Integrated control unit, Ceiling light, Trunk/cargo area light
4	20	Right rear power window motor
5	20	Right front power window motor
6	20	Power door lock control unit
7	20	Left rear power window motor
8	20	Master power window switch/motor
9	10	Right headlight (high beam), Daytime running lights resistor (Canada)
10	10	Left headlight (high beam), High beam indicator light, Daytime running lights resistor (Canada)
11	—	Not used
12	15	PGM-FI, Alternator, Cruise control, Gauge assembly, ELD unit
13	7.5	Power mirrors, ABS system, Air delivery, Blower motor relay, Rear window defogger relay, Radiator fan relay, Condenser fan relay
14	20	Moonroof open/close relays, Windshield washer motor, Rear window washer motor, Integrated control unit, Windshield wiper motor, Rear window wiper motor, Power window relay
15	10	Clock, Gauge assembly, Hazard switch, Back up lights, Interlock system, Integrated control unit
16	7.5	Daytime running lights control unit (Canada)
17	10	Daytime running lights control unit (Canada), Option connector B
18	7.5	PGM-FI, Integrated control unit
19	10	Dashlights, Dimming signal, Parking lights, Taillights, License lights, Console lights, Option connector D
20	—	Not used
21	10	Right headlight (low beam)

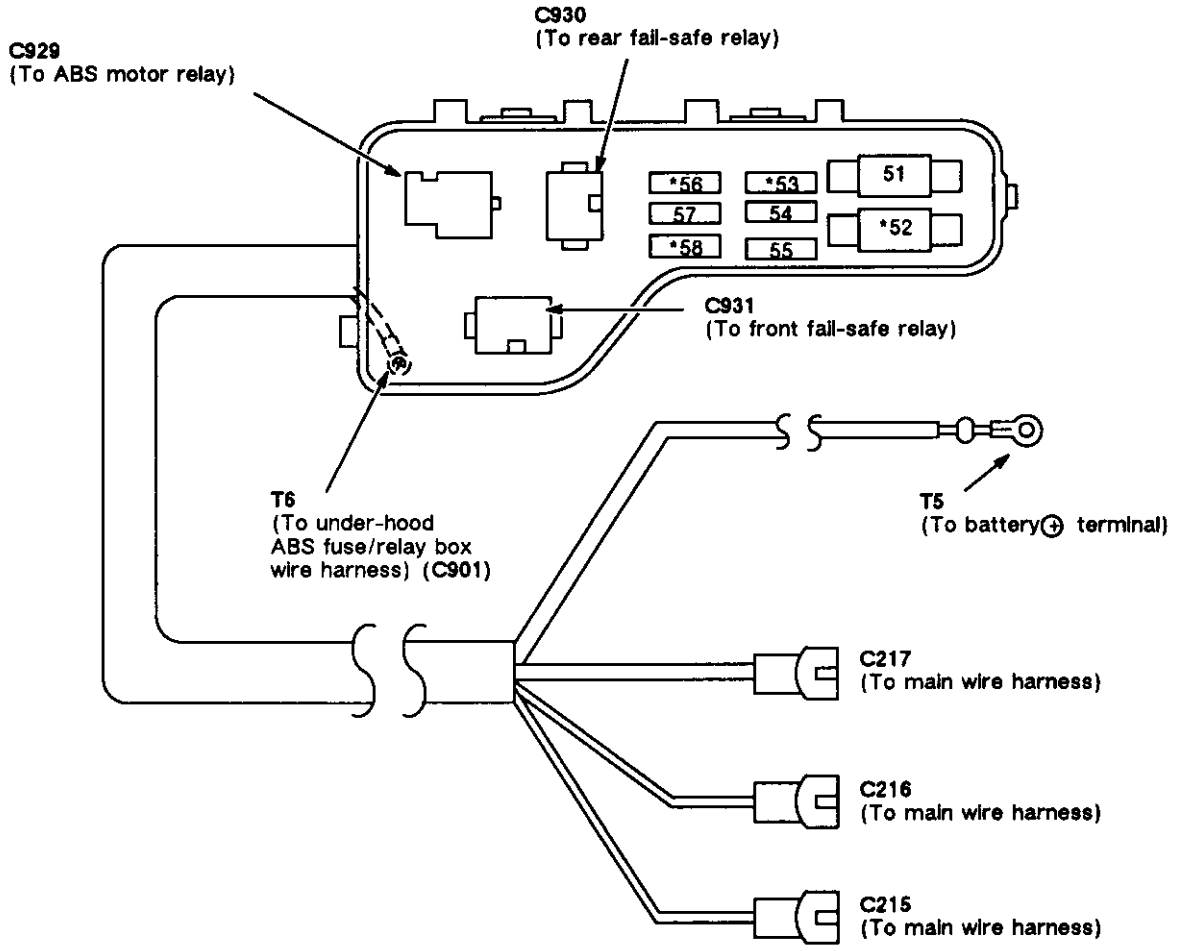
(cont'd)

Fuse/Relay Information

– Under-dash Fuse/Relay Box (cont'd)

Fuse Number	Amps	Component or Circuit Protected
22	10	Left headlight (low beam)
23	15	Stereo radio/cassette player, Cigarette lighter, Option connector E
24	15	PGM-FI, Alternator, Cruise control, Gauge assembly, SRS control unit
25	10	SRS control unit

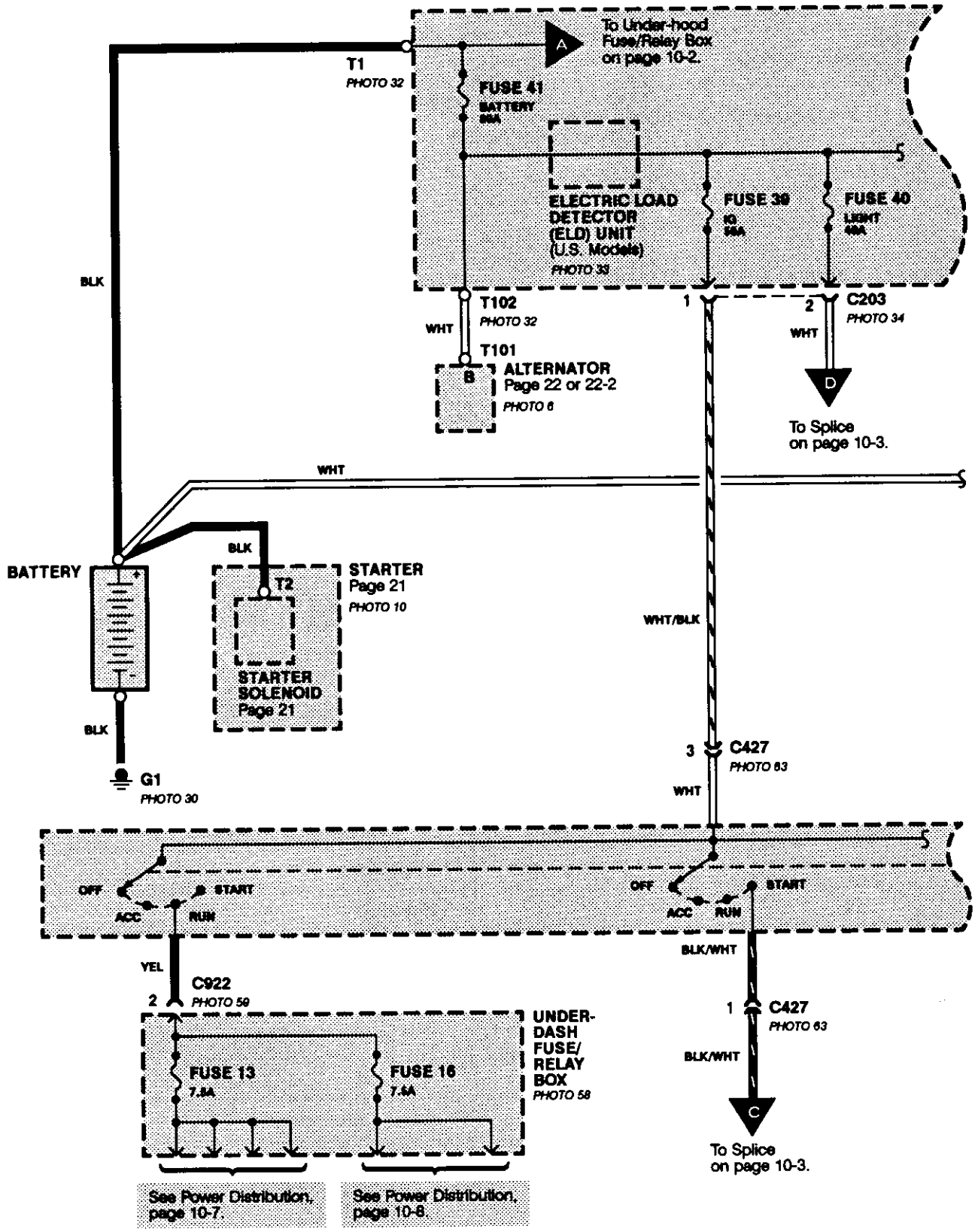
Under-hood ABS Fuse/Relay Box

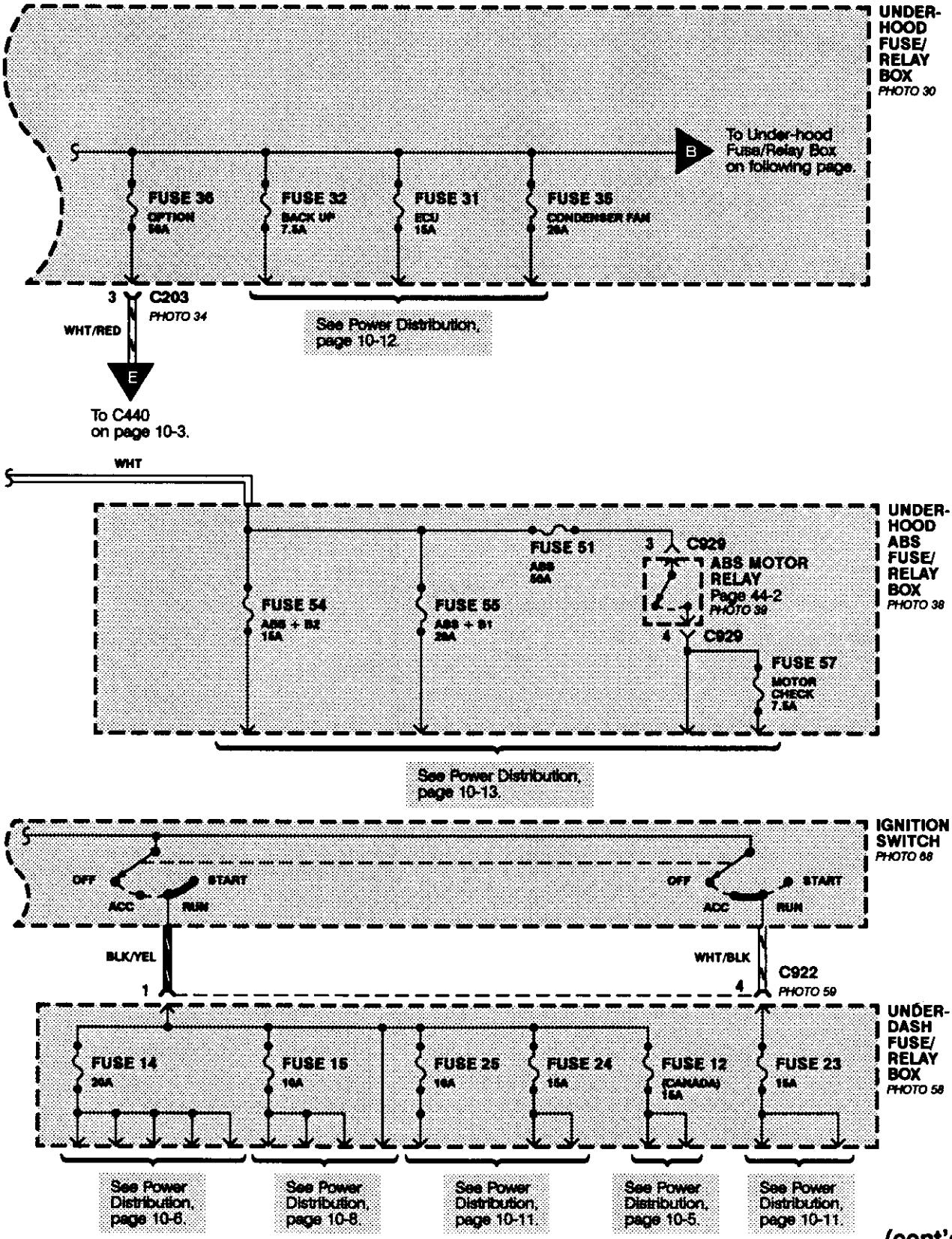


Fuse Number	Fuse Name	Amps	Component or Circuit Protected
51	ABS	50	ABS motor
52	—	—	Not used
53	—	—	Not used
54	ABS + B2	15	ABS control unit (+B2)
55	ABS + B1	20	ABS control unit (+B1)
56	—	—	Not used
57	MOTOR CHECK	7.5	ABS control unit
58	—	—	Not used

Power Distribution

– Battery to Fuses and Relays




UNDER-HOOD FUSE/ RELAY BOX
PHOTO 30
To Under-hood Fuse/Relay Box on following page.
B
FUSE 36
OPTION
50A
FUSE 32
BACK UP
7.5A
FUSE 31
ECU
15A
FUSE 35
CONDENSER FAN
20A
3
C203
PHOTO 34
WHT/RED
E
To C440
on page 10-3.
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WHT
UNDER-HOOD ABS FUSE/ RELAY BOX
PHOTO 38
FUSE 54
ABS + B2
15A
FUSE 55
ABS + B1
20A
FUSE 51
ABS
50A
3
C929
ABS MOTOR RELAY
Page 44-2
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4
C929
FUSE 57
MOTOR CHECK
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IGNITION SWITCH
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START
ACC
RUN
OFF
START
ACC
RUN
BLK/YEL
1
WHT/BLK
4
C922
PHOTO 59
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
FUSE 14
20A
FUSE 15
10A
FUSE 25
10A
FUSE 24
15A
FUSE 12
(CANADA)
15A
FUSE 23
15A
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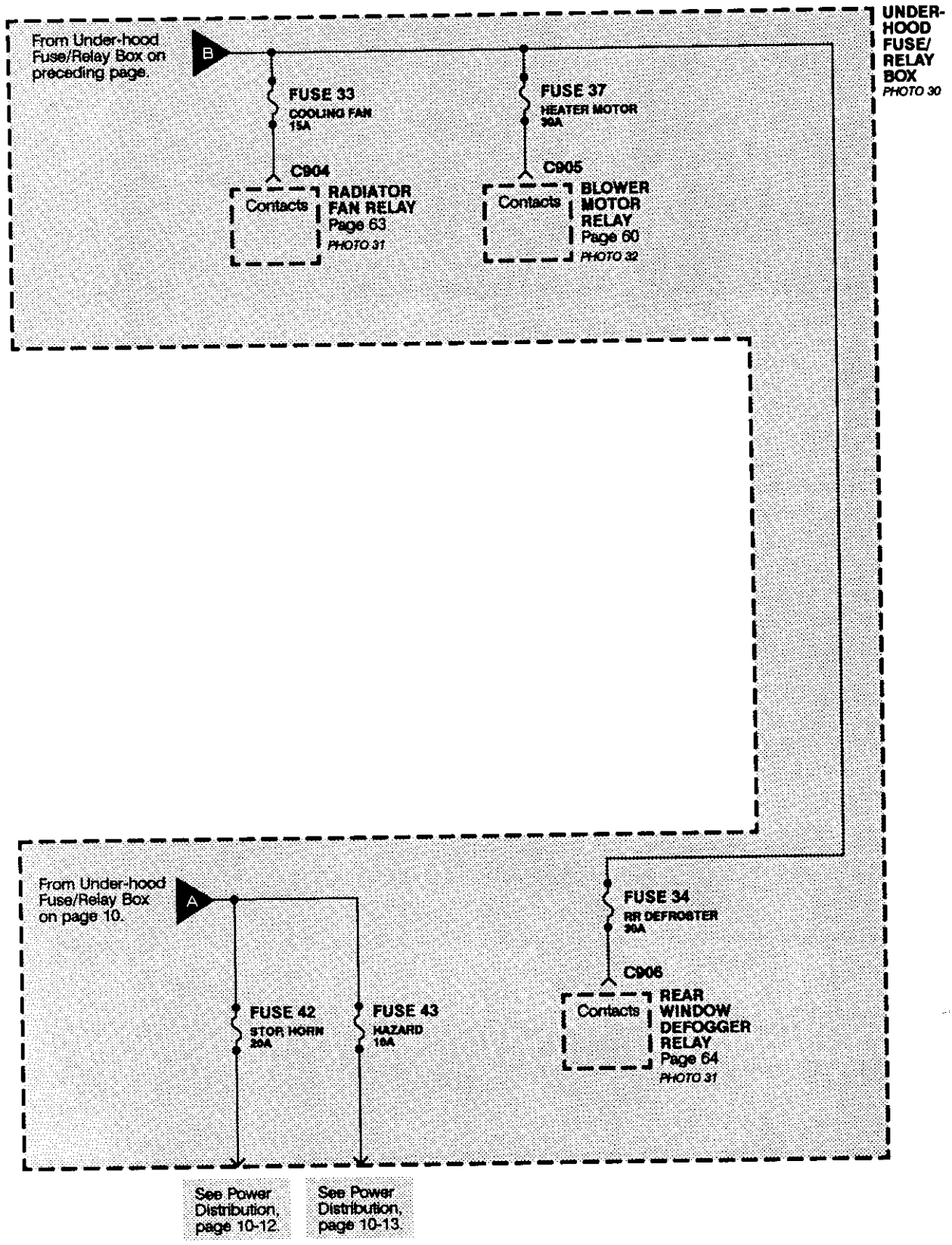
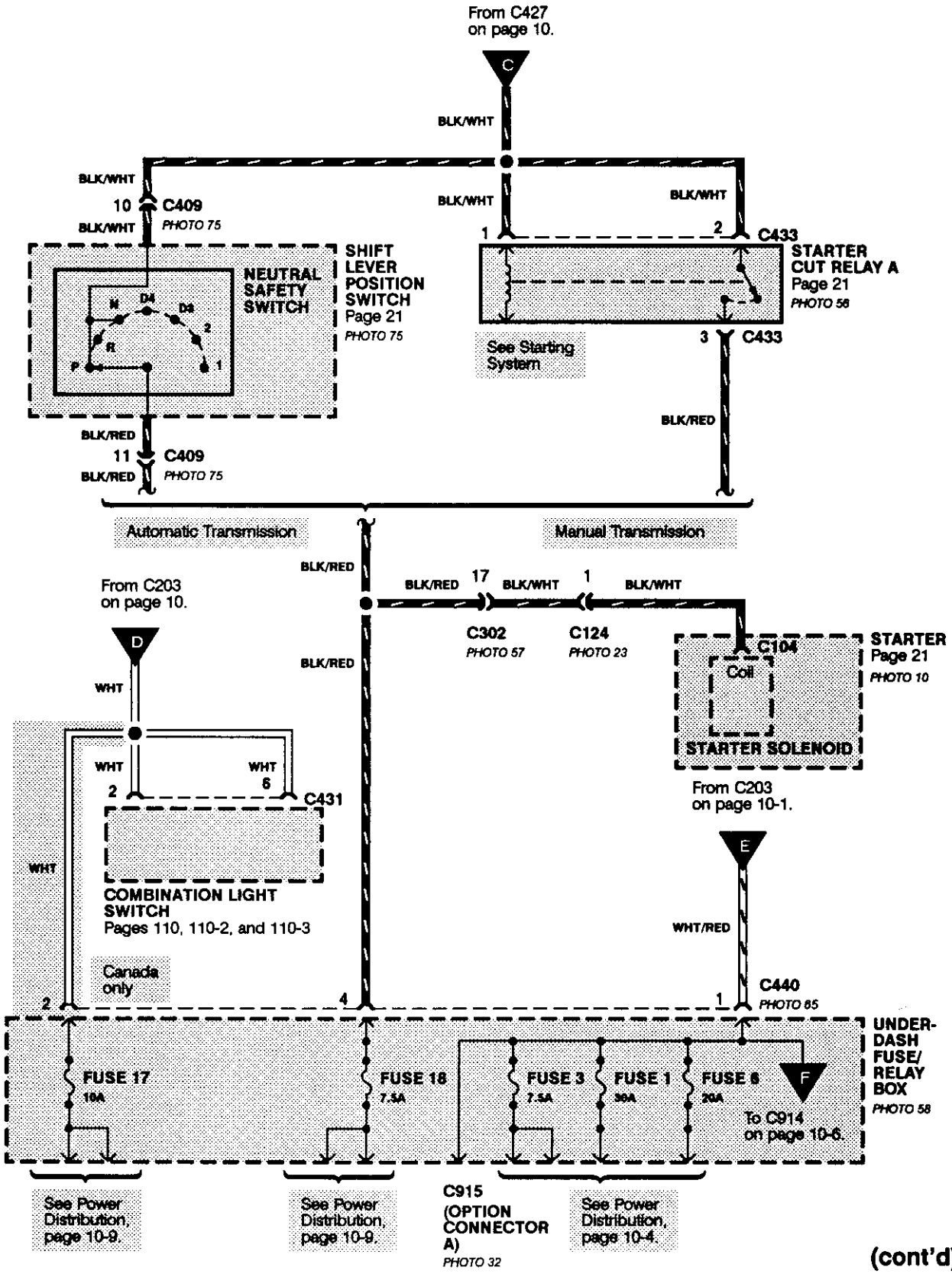
See Power Distribution, page 10-11.
See Power Distribution, page 10-5.
See Power Distribution, page 10-11.

(cont'd)

Power Distribution

– Battery to Fuses and Relays (cont'd)




From C427 on page 10.
C
BLK/WHT
BLK/WHT
10
C409
PHOTO 75
BLK/WHT
BLK/WHT
BLK/WHT
1
2
C433
STARTER CUT RELAY A
Page 21
PHOTO 56
SHIFT LEVER POSITION SWITCH
Page 21
PHOTO 75
NEUTRAL SAFETY SWITCH
N
D4
D4
2
R
P
1
See Starting System
3
C433
BLK/RED
BLK/RED
11
C409
BLK/RED
PHOTO 75
Automatic Transmission
Manual Transmission
BLK/RED
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BLK/RED
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BLK/WHT
1
BLK/WHT
C302
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C124
PHOTO 23
C104
Coil
STARTER SOLENOID
STARTER
Page 21
PHOTO 10
D
WHT
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WHT
WHT
2
WHT
6
C431
E
WHT
COMBINATION LIGHT SWITCH
Pages 110, 110-2, and 110-3
WHT/RED
Canada only
C440
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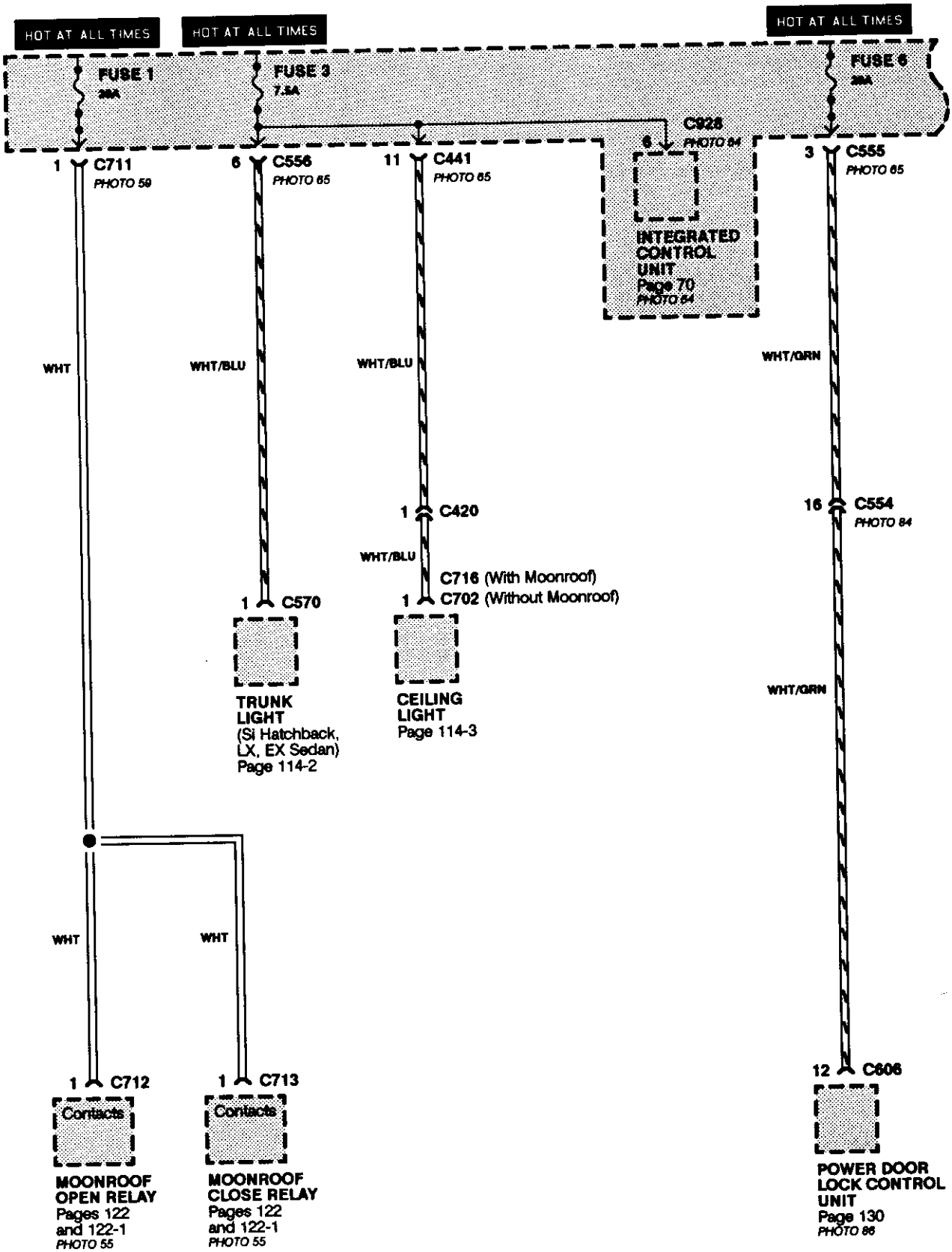
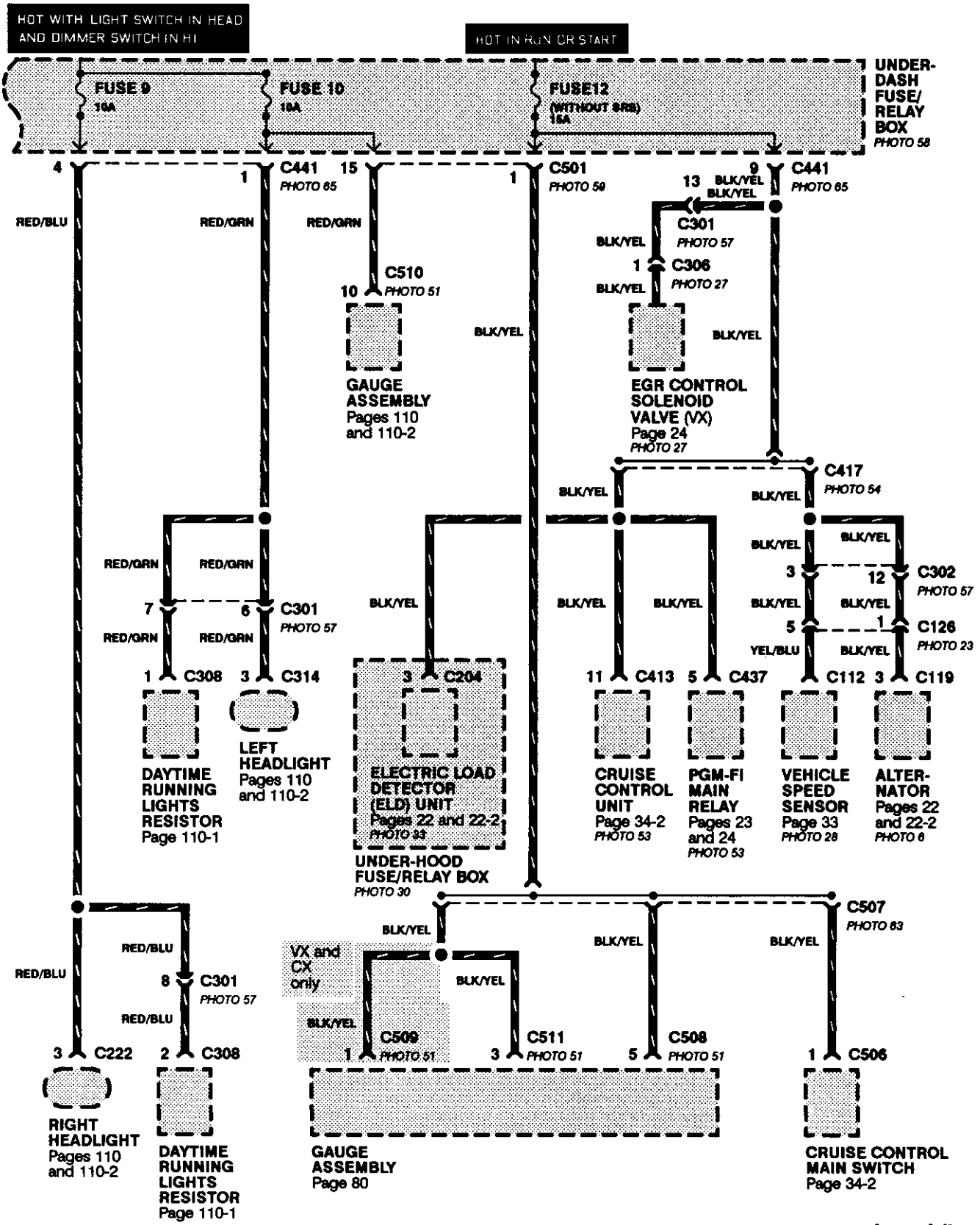
4
1
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
FUSE 17
10A
FUSE 18
7.5A
FUSE 3
7.5A
FUSE 1
30A
FUSE 6
20A
F
To C914 on page 10-6.
See Power Distribution, page 10-9.
See Power Distribution, page 10-9.
C915 (OPTION CONNECTOR A)
PHOTO 32
See Power Distribution, page 10-4.

(cont'd)

Power Distribution (cont'd)

– Fuses and Relays to Components

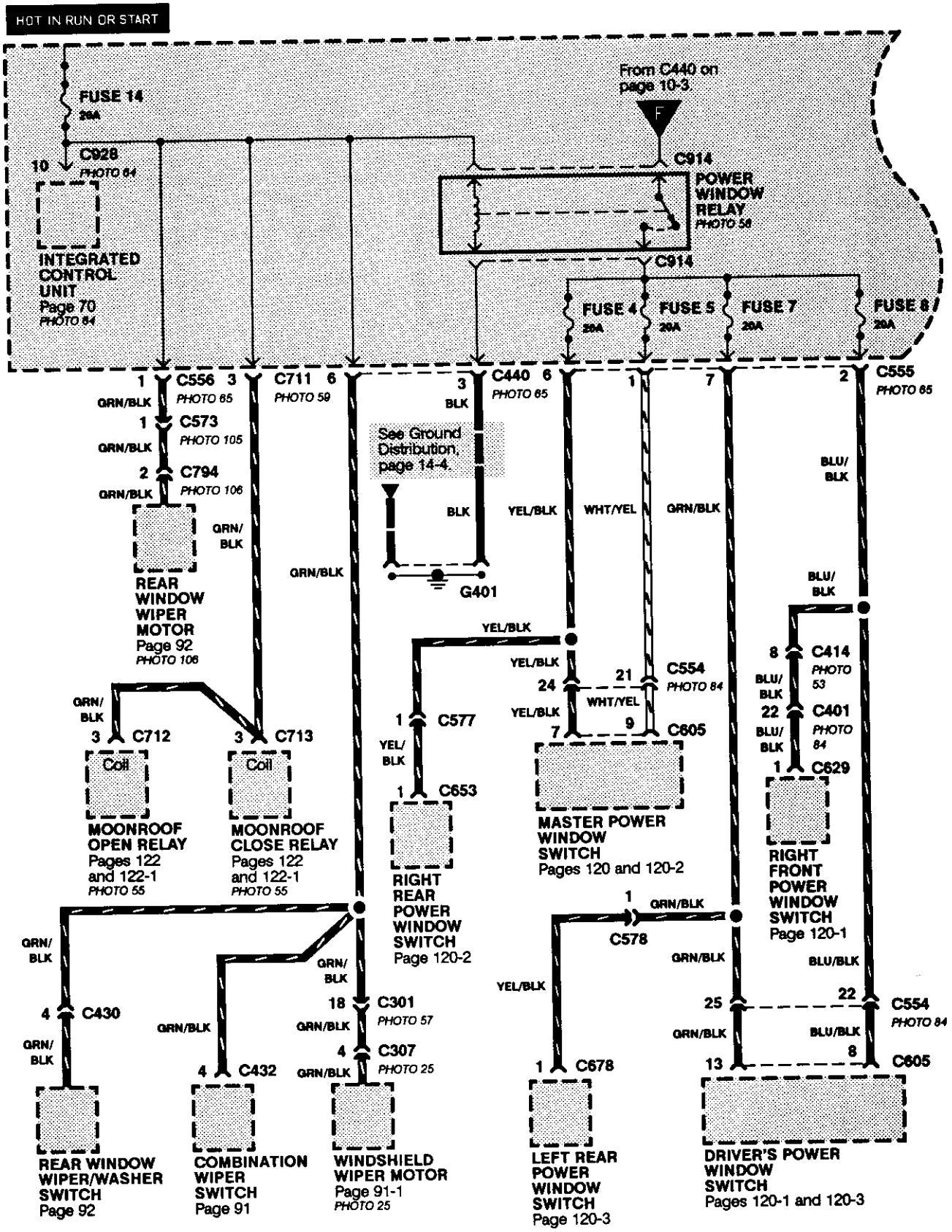


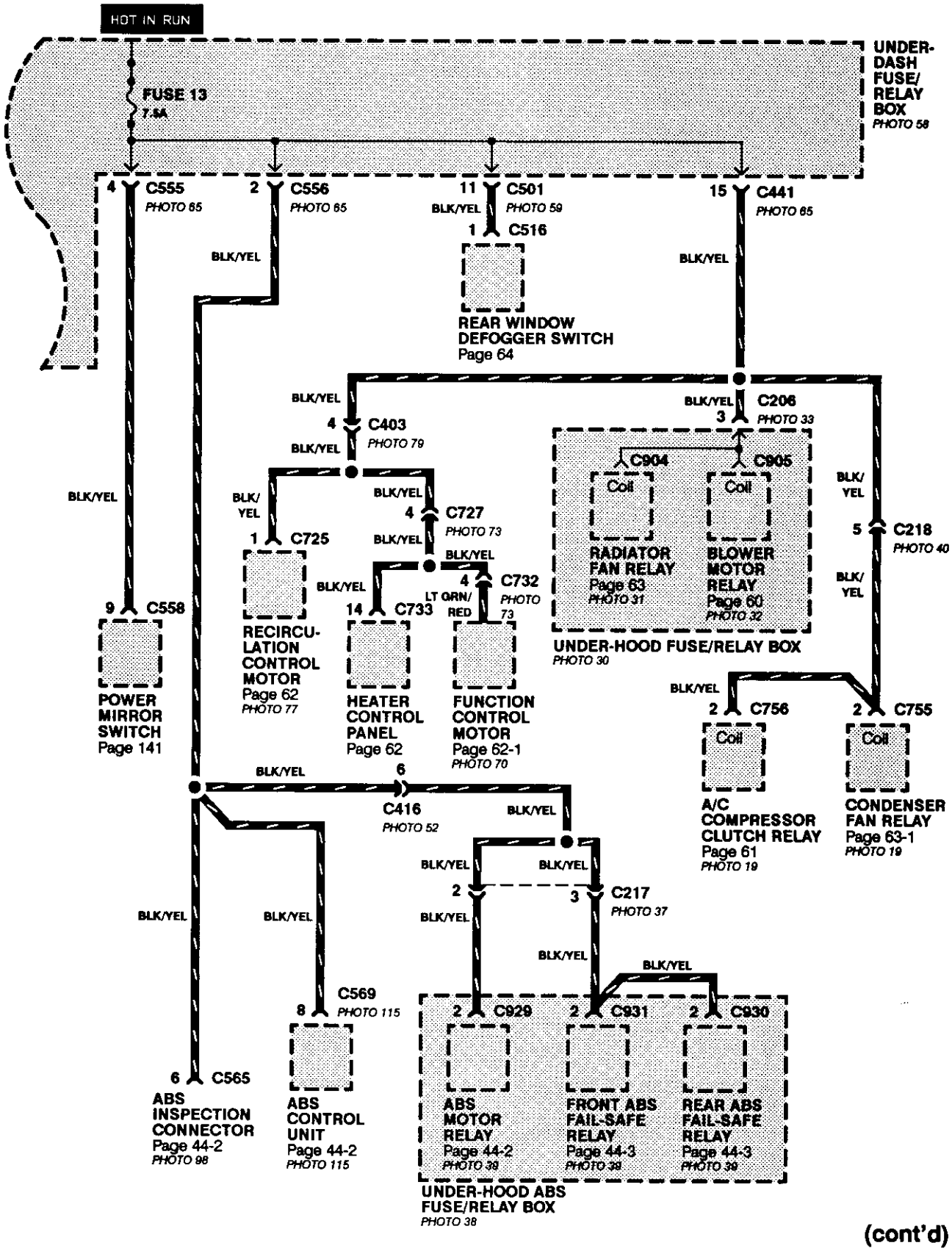

HOT WITH LIGHT SWITCH IN HEAD AND DIMMER SWITCH IN HI
HOT IN RUN OR START
FUSE 9
10A
FUSE 10
10A
FUSE12
(WITHOUT SRS)
15A
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
C441
PHOTO 65
C501
PHOTO 59
C510
PHOTO 51
C301
PHOTO 57
C306
PHOTO 27
C417
PHOTO 54
C302
PHOTO 57
C126
PHOTO 23
C308
C314
C204
C413
C437
C112
C119
C222
C509
C511
C508
C507
PHOTO 63
C506
RED/BLU
RED/GRN
BLK/YEL
YEL/BLU
GAUGE ASSEMBLY
Pages 110 and 110-2
EGR CONTROL SOLENOID VALVE (VX)
Page 24
PHOTO 27
DAYTIME RUNNING LIGHTS RESISTOR
Page 110-1
LEFT HEADLIGHT
Pages 110 and 110-2
ELECTRIC LOAD DETECTOR (ELD) UNIT
Pages 22 and 22-2
PHOTO 33
UNDER-HOOD FUSE/RELAY BOX
PHOTO 30
CRUISE CONTROL UNIT
Page 34-2
PHOTO 53
PGM-FI MAIN RELAY
Pages 23 and 24
PHOTO 53
VEHICLE SPEED SENSOR
Page 33
PHOTO 28
ALTER-NATOR
Pages 22 and 22-2
PHOTO 6
VX and CX only
RIGHT HEADLIGHT
Pages 110 and 110-2
DAYTIME RUNNING LIGHTS RESISTOR
Page 110-1
GAUGE ASSEMBLY
Page 80
CRUISE CONTROL MAIN SWITCH
Page 34-2

(cont'd)

Power Distribution

– Fuses and Relays to Components (cont'd)

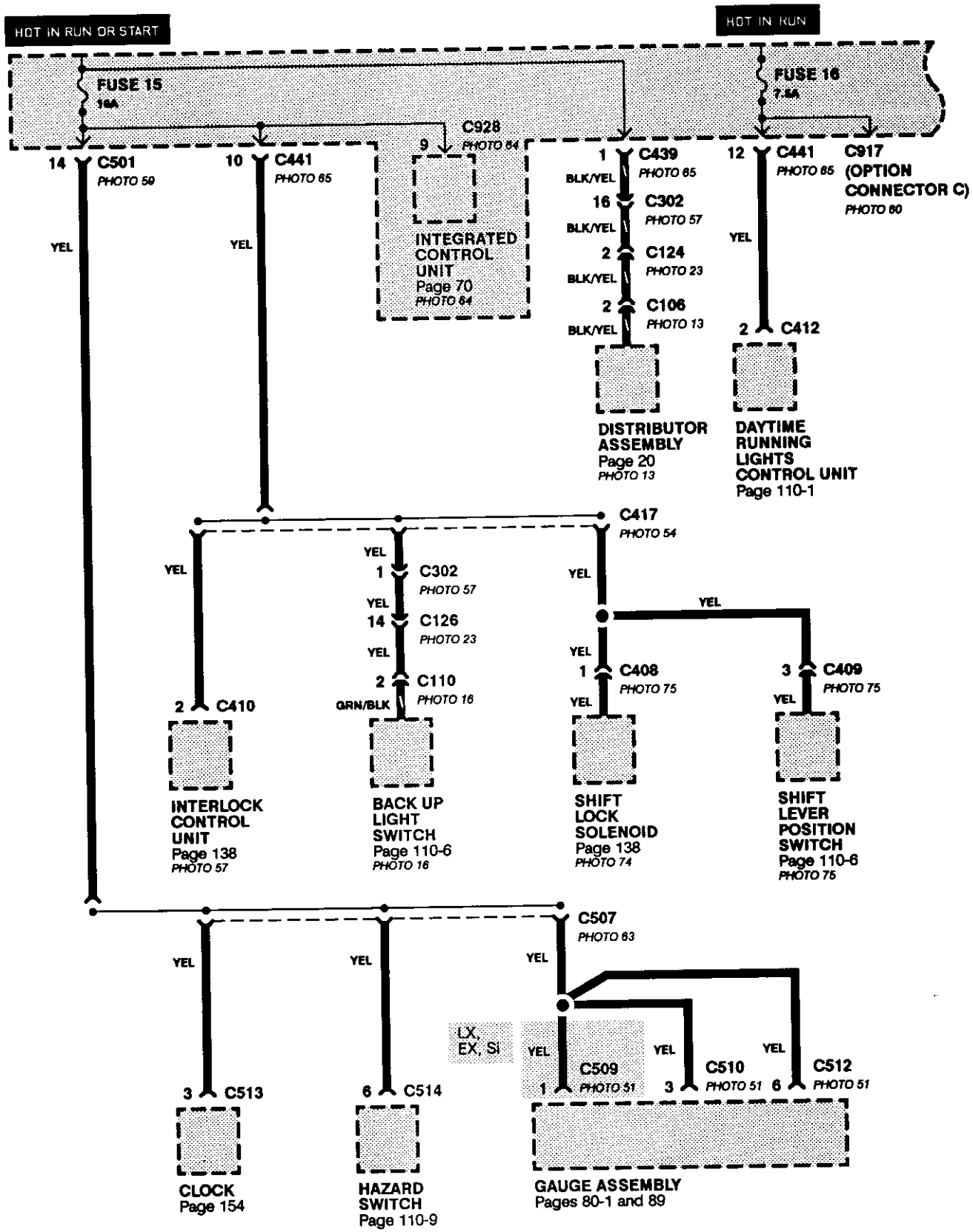


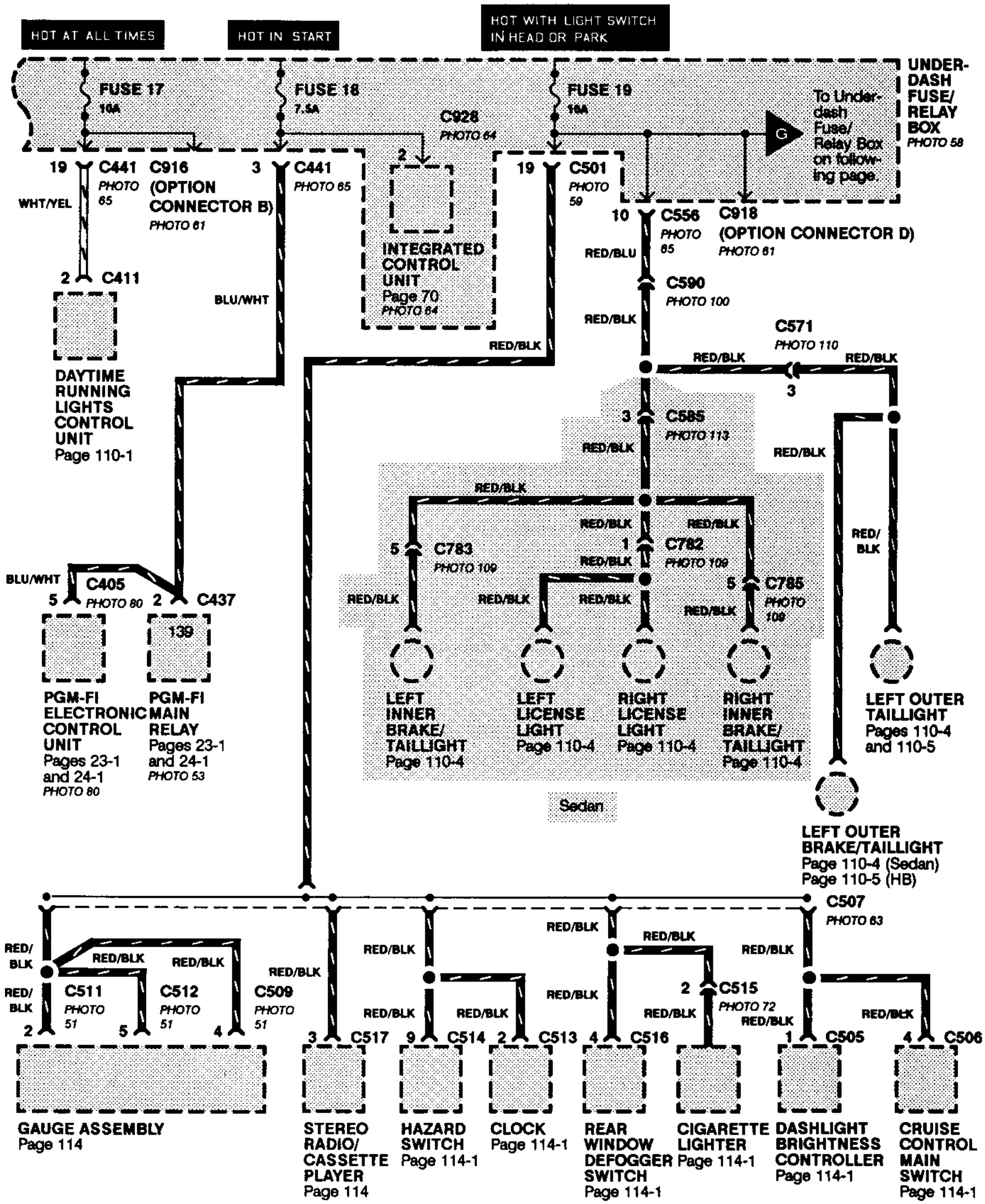

HOT IN RUN
FUSE 13
7.5A
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
4 C555
PHOTO 65
2 C556
PHOTO 65
11 C501
BLK/YEL
PHOTO 59
1 C516
15 C441
PHOTO 65
REAR WINDOW DEFOGGER SWITCH
Page 64
BLK/YEL
4 C403
PHOTO 79
BLK/YEL 3 C206
PHOTO 33
C904
C905
Coil
Coil
RADIATOR FAN RELAY
Page 63
PHOTO 31
BLOWER MOTOR RELAY
Page 60
PHOTO 32
UNDER-HOOD FUSE/RELAY BOX
PHOTO 30
BLK/YEL
5 C218
PHOTO 40
BLK/YEL
4 C727
PHOTO 73
1 C725
4 C732
PHOTO 73
14 C733
LT GRN/RED
9 C558
RECIRCULATION CONTROL MOTOR
Page 62
PHOTO 77
HEATER CONTROL PANEL
Page 62
FUNCTION CONTROL MOTOR
Page 62-1
PHOTO 70
POWER MIRROR SWITCH
Page 141
6 C416
PHOTO 52
2 C756
2 C755
Coil
Coil
A/C COMPRESSOR CLUTCH RELAY
Page 61
PHOTO 19
CONDENSER FAN RELAY
Page 63-1
PHOTO 19
2 C217
3
PHOTO 37
8 C569
PHOTO 115
6 C565
2 C929
2 C931
2 C930
ABS INSPECTION CONNECTOR
Page 44-2
PHOTO 98
ABS CONTROL UNIT
Page 44-2
PHOTO 115
ABS MOTOR RELAY
Page 44-2
PHOTO 39
FRONT ABS FAIL-SAFE RELAY
Page 44-3
PHOTO 39
REAR ABS FAIL-SAFE RELAY
Page 44-3
PHOTO 39
UNDER-HOOD ABS FUSE/RELAY BOX
PHOTO 38

(cont'd)

Power Distribution

– Fuses and Relays to Components (cont'd)

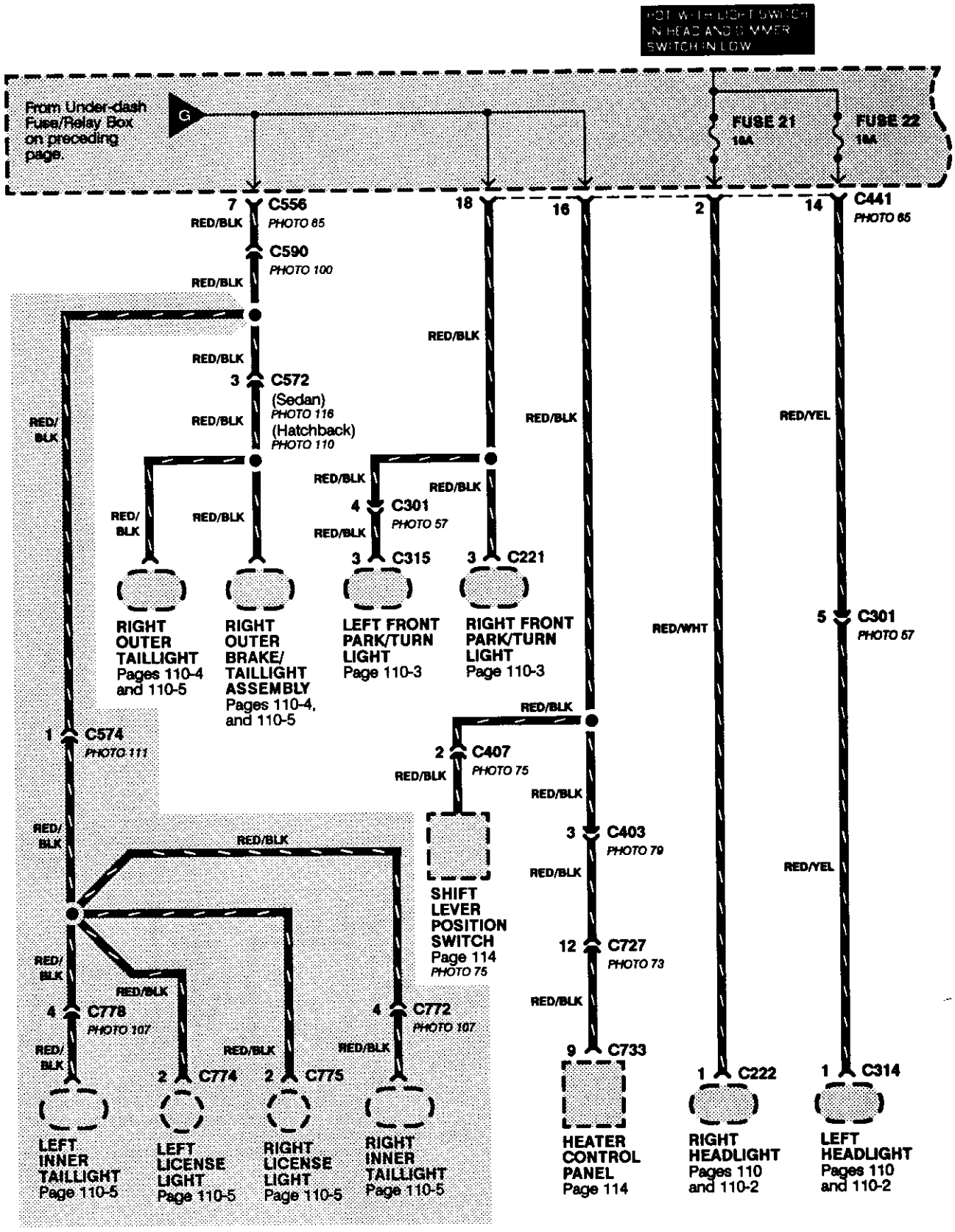


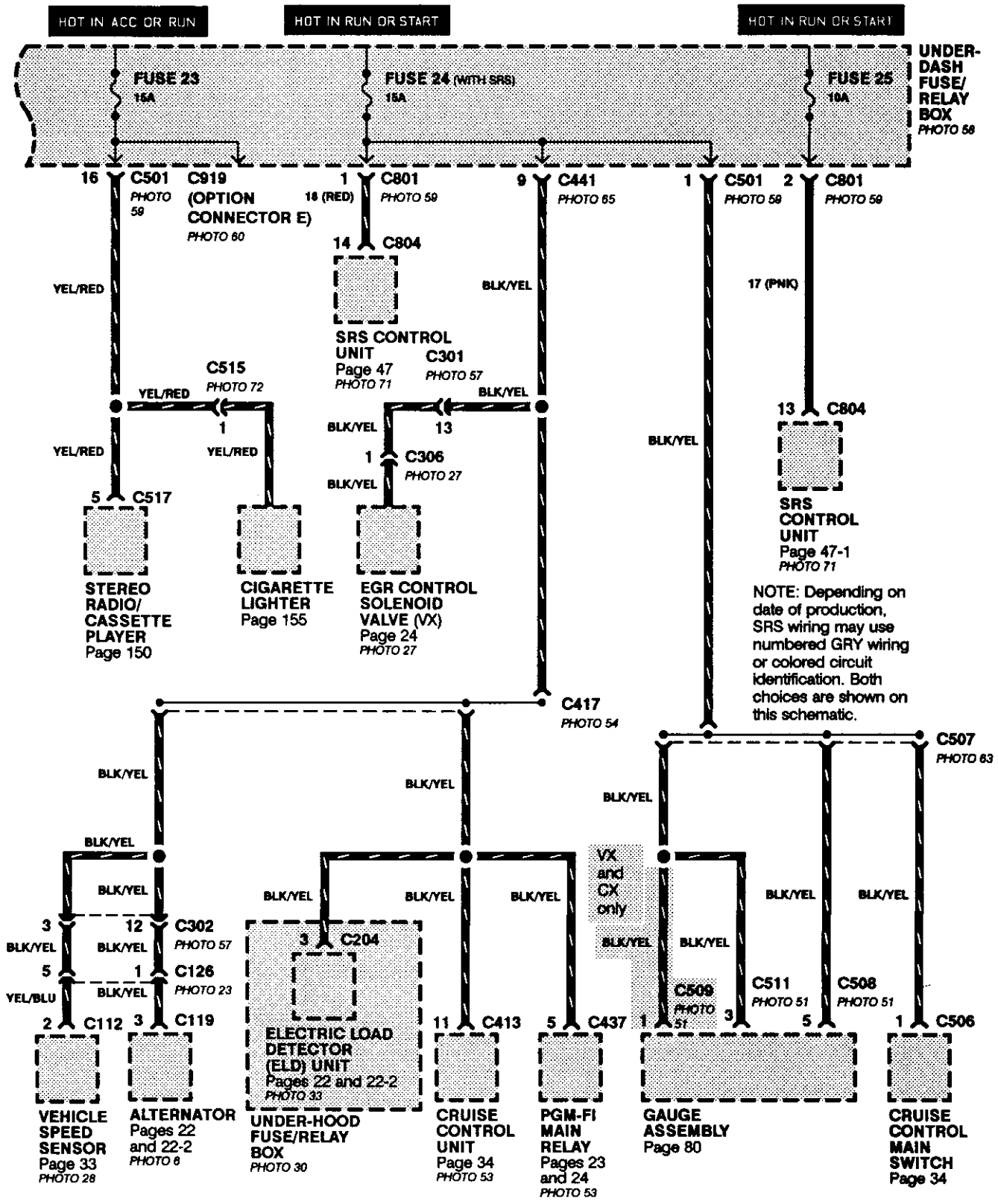

HOT AT ALL TIMES
HOT IN START
HOT WITH LIGHT SWITCH IN HEAD OR PARK
FUSE 17 10A
FUSE 18 7.5A
FUSE 19 10A
C928 PHOTO 64
UNDER-DASH FUSE/RELAY BOX PHOTO 58
To Under-dash Fuse/Relay Box on following page.
C441 PHOTO 65
C916 (OPTION CONNECTOR B) PHOTO 61
C501 PHOTO 59
C556 PHOTO 65
C918 (OPTION CONNECTOR D) PHOTO 61
WHT/YEL
C411
DAYTIME RUNNING LIGHTS CONTROL UNIT Page 110-1
BLU/WHT
INTEGRATED CONTROL UNIT Page 70 PHOTO 64
RED/BLU
C590 PHOTO 100
RED/BLK
C571 PHOTO 110
C585 PHOTO 113
C783 PHOTO 109
C782 PHOTO 109
C785 PHOTO 109
C405 PHOTO 80
C437
PGM-FI ELECTRONIC CONTROL UNIT Pages 23-1 and 24-1 PHOTO 80
PGM-FI MAIN RELAY Pages 23-1 and 24-1 PHOTO 53
LEFT INNER BRAKE/ TAILLIGHT Page 110-4
LEFT LICENSE LIGHT Page 110-4
RIGHT LICENSE LIGHT Page 110-4
RIGHT INNER BRAKE/ TAILLIGHT Page 110-4
LEFT OUTER TAILLIGHT Pages 110-4 and 110-5
Sedan
LEFT OUTER BRAKE/TAILLIGHT Page 110-4 (Sedan) Page 110-5 (HB)
C507 PHOTO 63
C511 PHOTO 51
C512 PHOTO 51
C509 PHOTO 51
C515 PHOTO 72
C517
C514
C513
C516
C505
C506
GAUGE ASSEMBLY Page 114
STEREO RADIO/ CASSETTE PLAYER Page 114
HAZARD SWITCH Page 114-1
CLOCK Page 114-1
REAR WINDOW DEFOGGER SWITCH Page 114-1
CIGARETTE LIGHTER Page 114-1
DASHLIGHT BRIGHTNESS CONTROLLER Page 114-1
CRUISE CONTROL MAIN SWITCH Page 114-1

(cont'd)

Power Distribution

– Fuses and Relays to Components (cont'd)

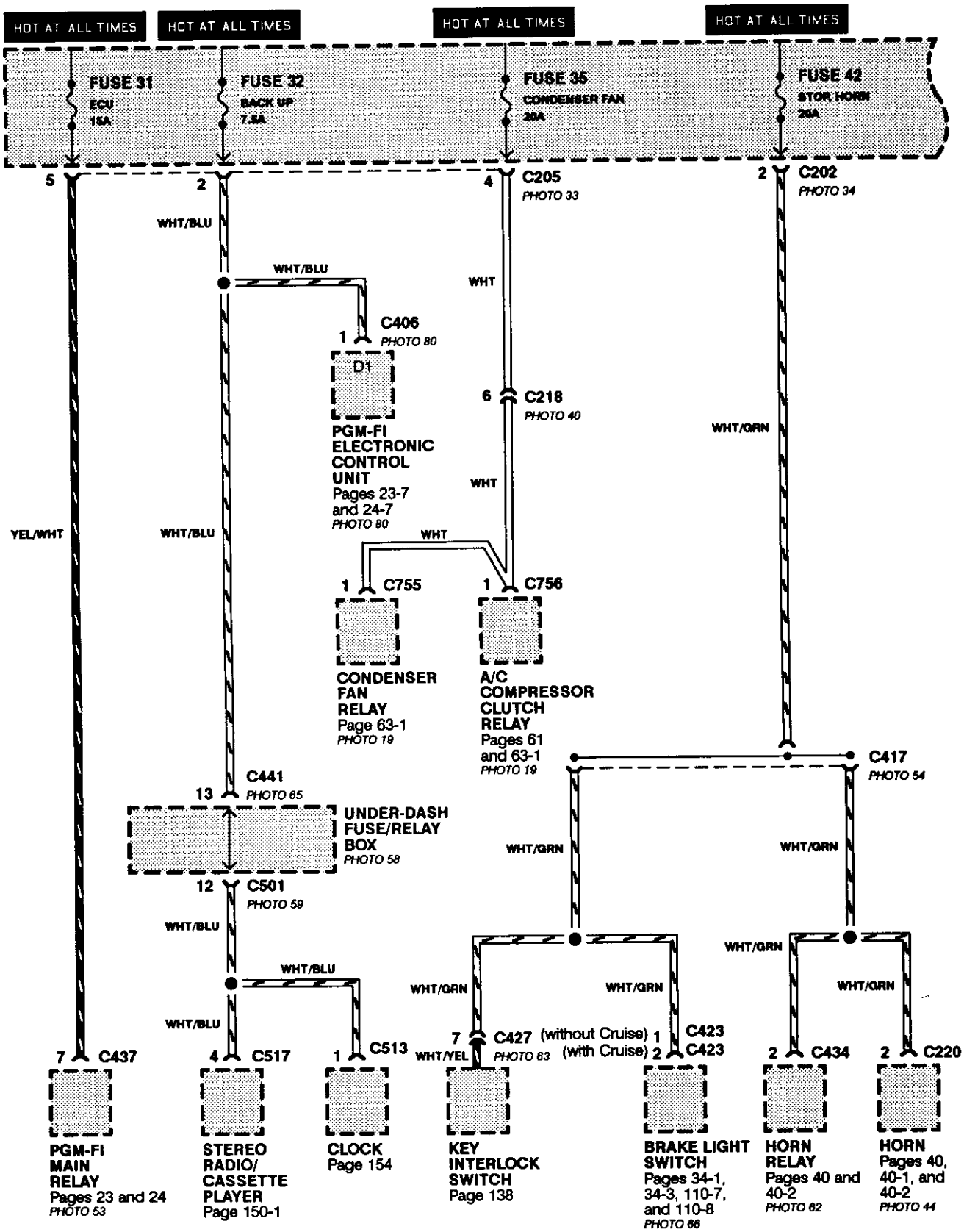


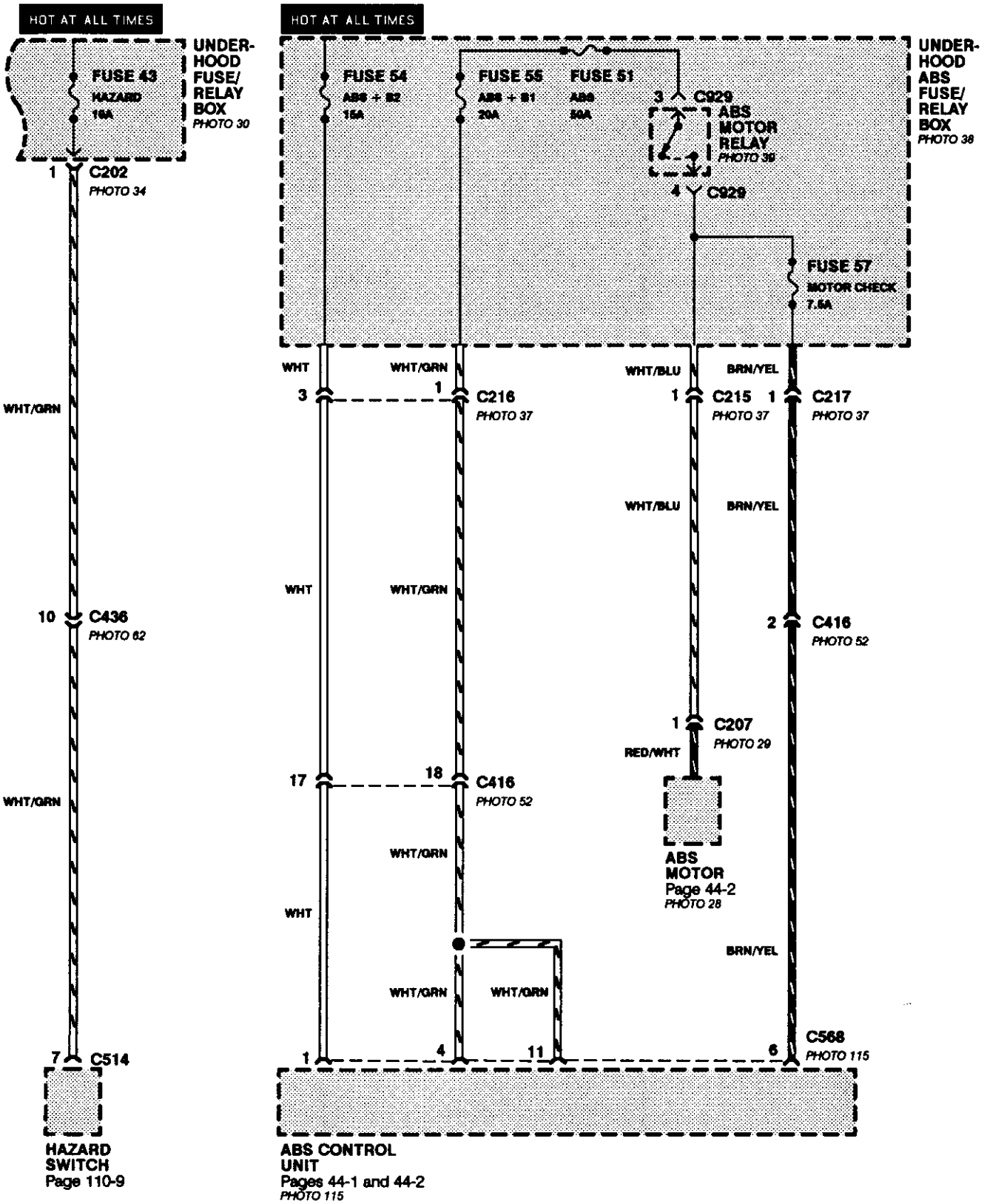

HOT IN ACC OR RUN
HOT IN RUN OR START
HOT IN RUN OR START
FUSE 23
15A
FUSE 24 (WITH SRS)
15A
FUSE 25
10A
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
16 C501
PHOTO 59
C919 (OPTION CONNECTOR E)
PHOTO 60
1 C801
16 (RED)
PHOTO 59
9 C441
PHOTO 65
1 C501
PHOTO 59
2 C801
PHOTO 59
14 C804
YEL/RED
BLK/YEL
17 (PNK)
SRS CONTROL UNIT
Page 47
PHOTO 71
C301
PHOTO 57
C515
PHOTO 72
YEL/RED
BLK/YEL
13 C804
1
13
BLK/YEL
1 C306
PHOTO 27
BLK/YEL
YEL/RED
YEL/RED
BLK/YEL
5 C517
SRS CONTROL UNIT
Page 47-1
PHOTO 71
STEREO RADIO/ CASSETTE PLAYER
Page 150
CIGARETTE LIGHTER
Page 155
EGR CONTROL SOLENOID VALVE (VX)
Page 24
PHOTO 27
NOTE: Depending on date of production, SRS wiring may use numbered GRY wiring or colored circuit identification. Both choices are shown on this schematic.
C417
PHOTO 54
C507
PHOTO 63
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
BLK/YEL
VX and CX only
3 12 C302
PHOTO 57
BLK/YEL BLK/YEL
5 1 C126
PHOTO 23
YEL/BLU BLK/YEL
2 C112 3 C119
3 C204
ELECTRIC LOAD DETECTOR (ELD) UNIT
Pages 22 and 22-2
PHOTO 33
11 C413
5 C437
1 C509
PHOTO 51
3 C511
PHOTO 51
5 C508
PHOTO 51
1 C506
VEHICLE SPEED SENSOR
Page 33
PHOTO 28
ALTERNATOR
Pages 22 and 22-2
PHOTO 6
UNDER-HOOD FUSE/RELAY BOX
PHOTO 30
CRUISE CONTROL UNIT
Page 34
PHOTO 53
PGM-FI MAIN RELAY
Pages 23 and 24
PHOTO 53
GAUGE ASSEMBLY
Page 80
CRUISE CONTROL MAIN SWITCH
Page 34

(cont'd)

Power Distribution

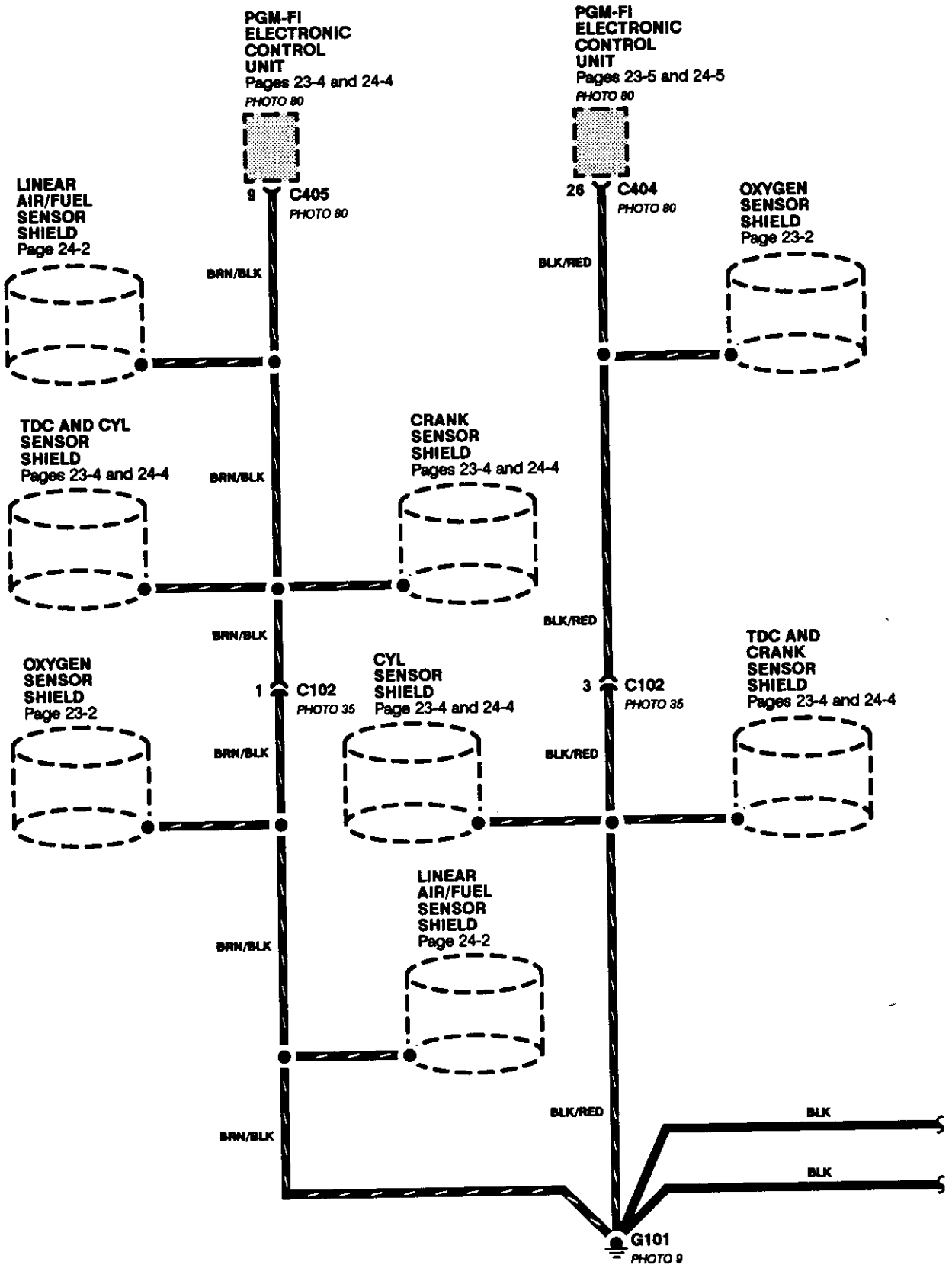
– Fuses to Relays and Components (cont'd)

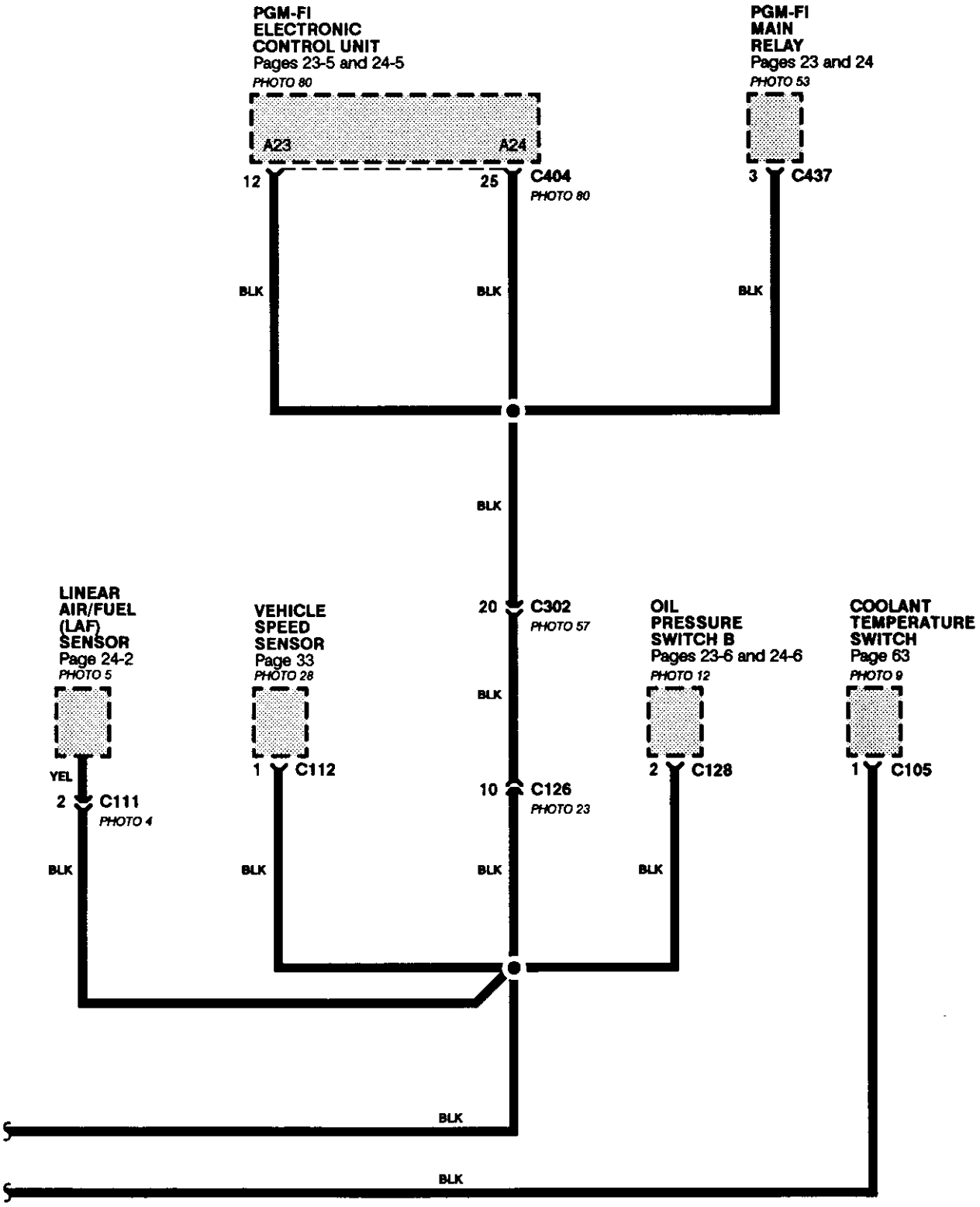



HOT AT ALL TIMES
UNDER-HOOD FUSE/ RELAY BOX
PHOTO 30
FUSE 43
HAZARD
15A
1
C202
PHOTO 34
WHT/GRN
10
C436
PHOTO 62
WHT/GRN
7
C514
HAZARD SWITCH
Page 110-9
HOT AT ALL TIMES
UNDER-HOOD ABS FUSE/ RELAY BOX
PHOTO 38
FUSE 54
ABS + B2
15A
FUSE 55
ABS + B1
20A
FUSE 51
ABS
50A
3
C929
ABS MOTOR RELAY
PHOTO 39
4
C929
FUSE 57
MOTOR CHECK
7.5A
WHT
WHT/GRN
3
1
C216
PHOTO 37
WHT/BLU
BRN/YEL
1
C215
1
C217
PHOTO 37
PHOTO 37
WHT/BLU
BRN/YEL
WHT
WHT/GRN
2
C416
PHOTO 52
1
C207
PHOTO 29
RED/WHT
17
18
C416
PHOTO 52
ABS MOTOR
Page 44-2
PHOTO 28
WHT/GRN
WHT
BRN/YEL
WHT/GRN
WHT/GRN
1
4
11
6
C568
PHOTO 115
ABS CONTROL UNIT
Pages 44-1 and 44-2
PHOTO 115

Ground Distribution

– G101

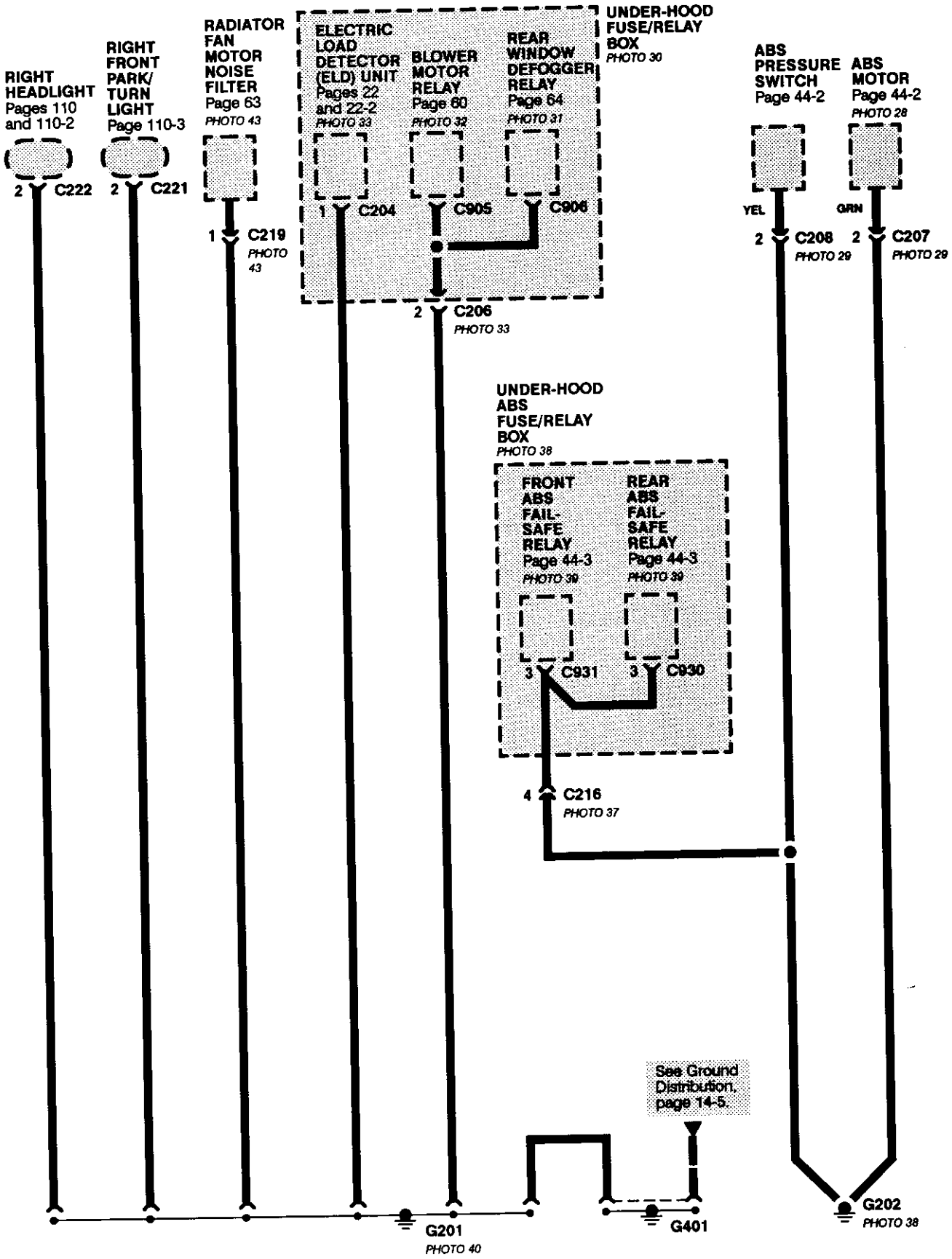


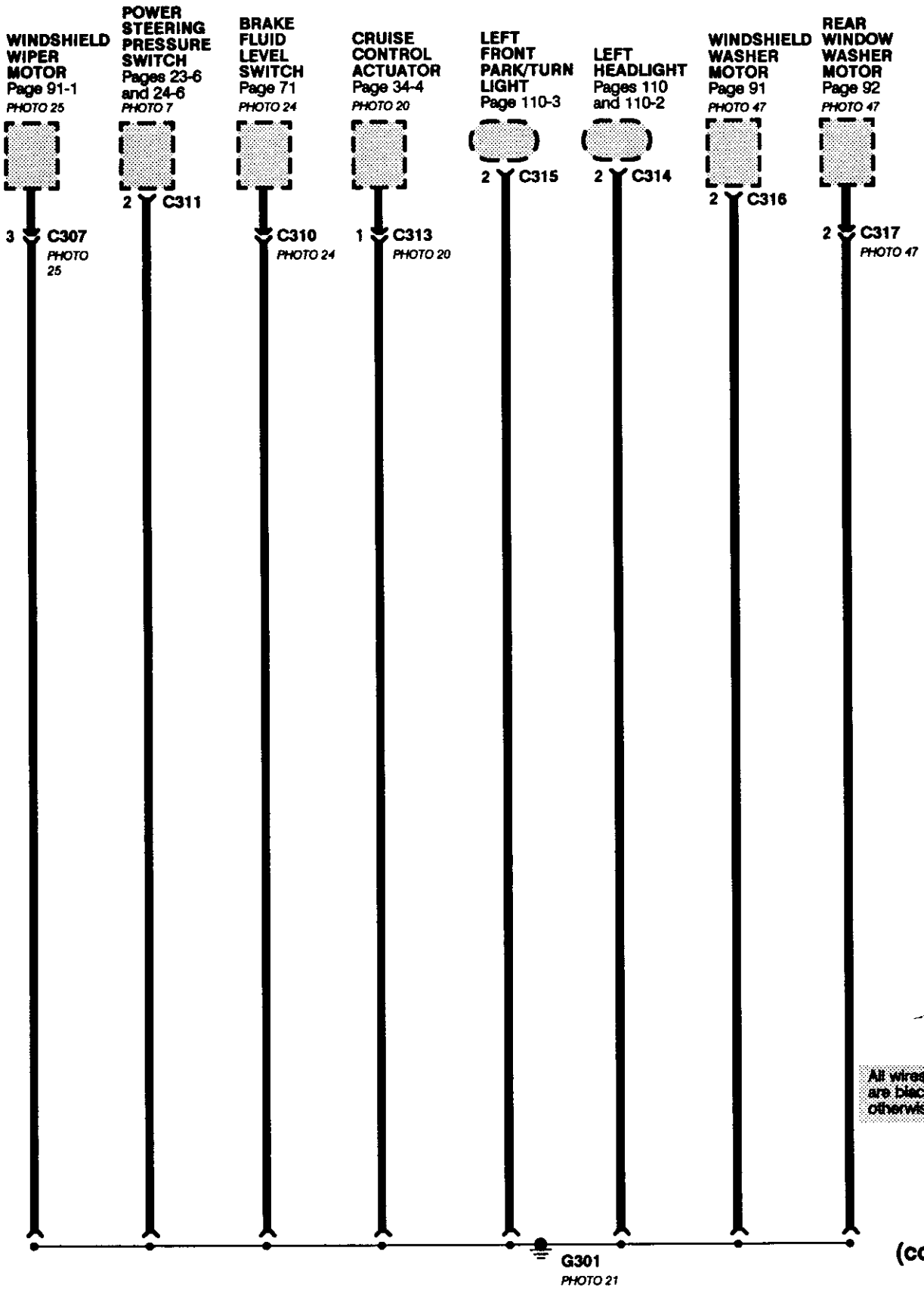

PGM-FI ELECTRONIC CONTROL UNIT
Pages 23-5 and 24-5
PHOTO 80
A23
A24
12
25
C404
PHOTO 80
PGM-FI MAIN RELAY
Pages 23 and 24
PHOTO 53
3
C437
BLK
BLK
BLK
BLK
LINEAR AIR/FUEL (LAF) SENSOR
Page 24-2
PHOTO 5
YEL
2
C111
PHOTO 4
VEHICLE SPEED SENSOR
Page 33
PHOTO 28
1
C112
20
C302
PHOTO 57
10
C126
PHOTO 23
OIL PRESSURE SWITCH B
Pages 23-6 and 24-6
PHOTO 12
2
C128
COOLANT TEMPERATURE SWITCH
Page 63
PHOTO 9
1
C105
BLK
BLK
BLK
BLK
BLK
BLK

(cont'd)

Ground Distribution (cont'd)

– G201, G202

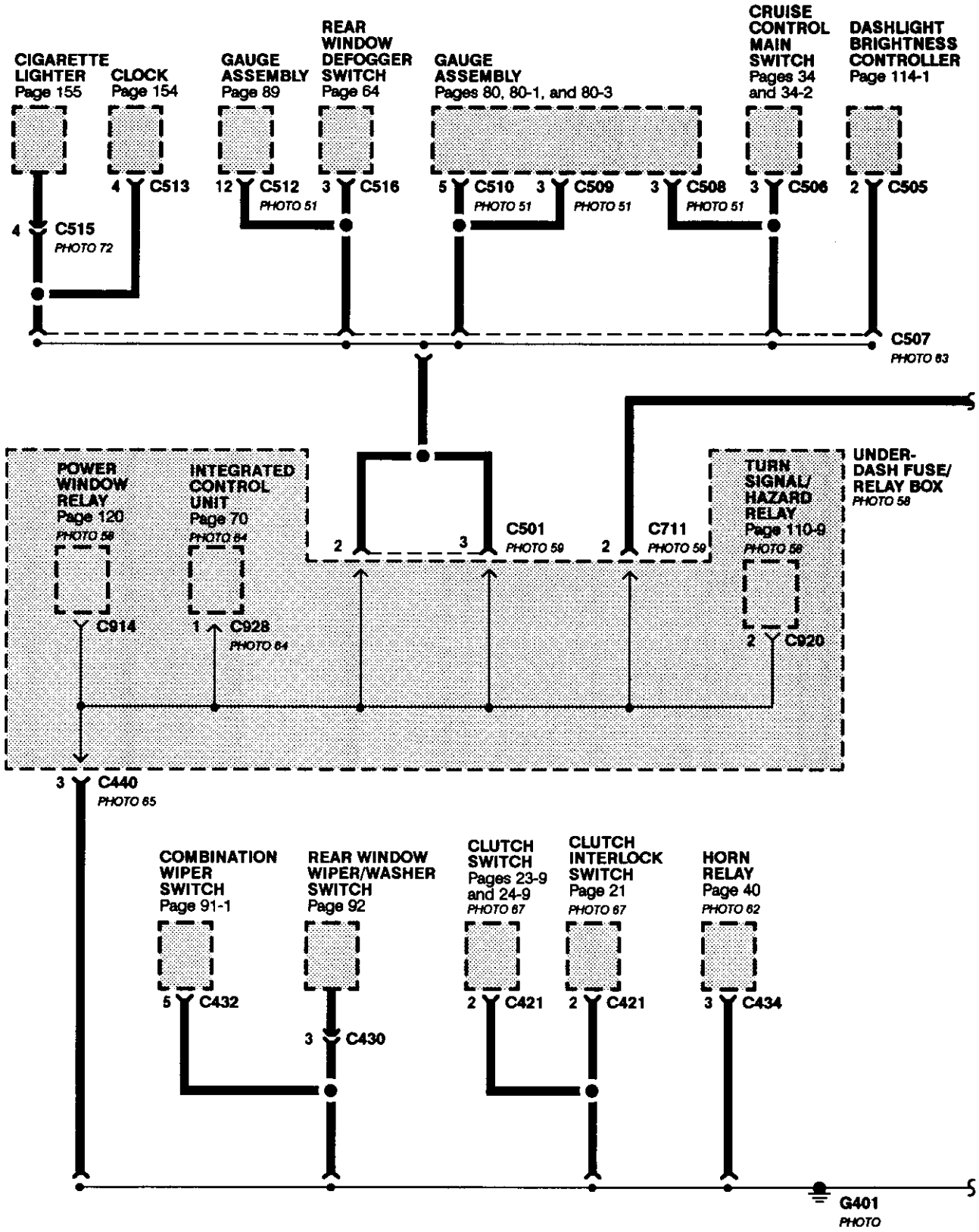


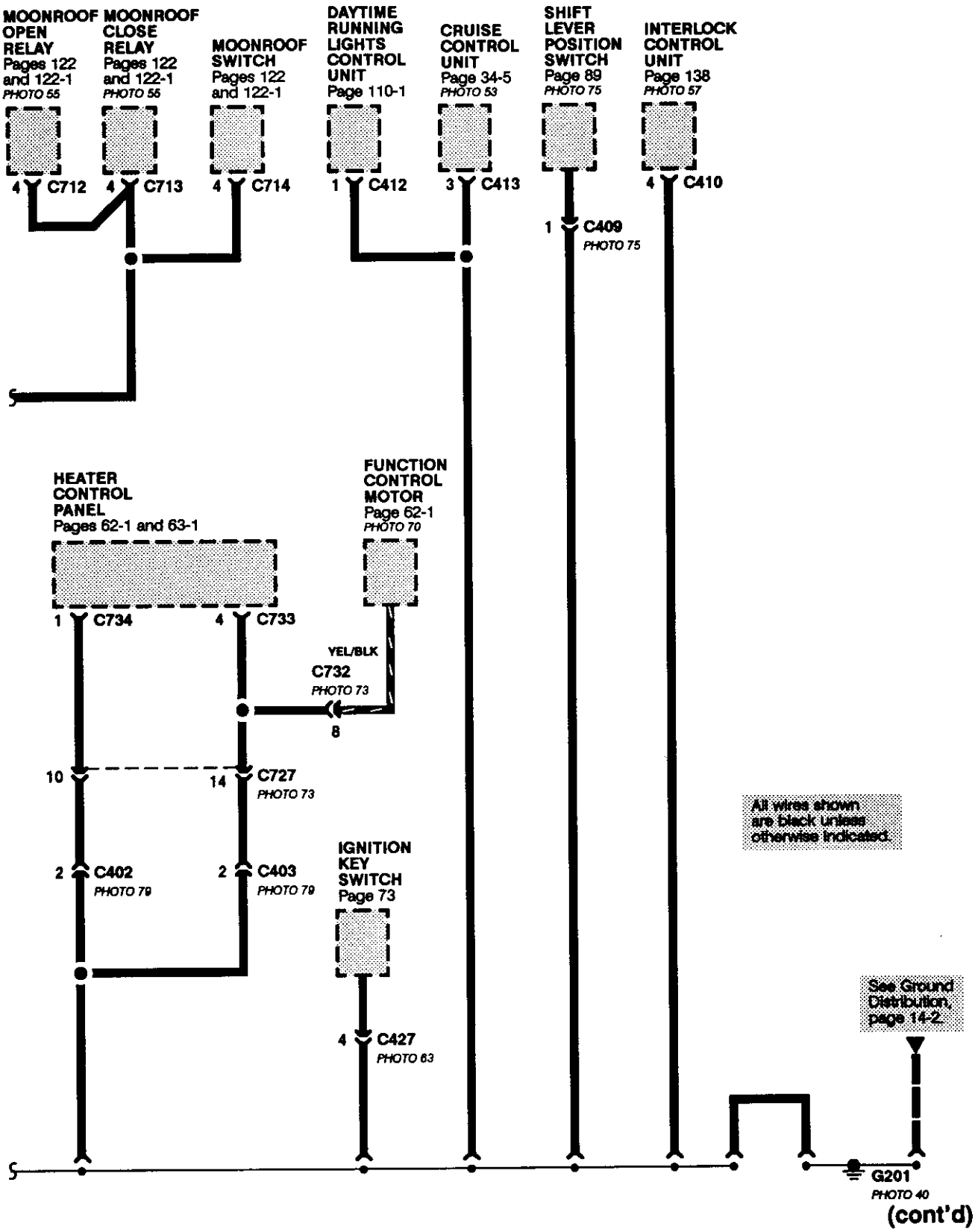

WINDSHIELD WIPER MOTOR
Page 91-1
PHOTO 25
POWER STEERING PRESSURE SWITCH
Pages 23-6 and 24-6
PHOTO 7
BRAKE FLUID LEVEL SWITCH
Page 71
PHOTO 24
CRUISE CONTROL ACTUATOR
Page 34-4
PHOTO 20
LEFT FRONT PARK/TURN LIGHT
Page 110-3
LEFT HEADLIGHT
Pages 110 and 110-2
WINDSHIELD WASHER MOTOR
Page 91
PHOTO 47
REAR WINDOW WASHER MOTOR
Page 92
PHOTO 47
3 C307
PHOTO 25
2 C311
C310
PHOTO 24
1 C313
PHOTO 20
2 C315
2 C314
2 C316
2 C317
PHOTO 47
G301
PHOTO 21
All wires shown are black unless otherwise indicated.

(cont'd)

Ground Distribution (cont'd)

G401

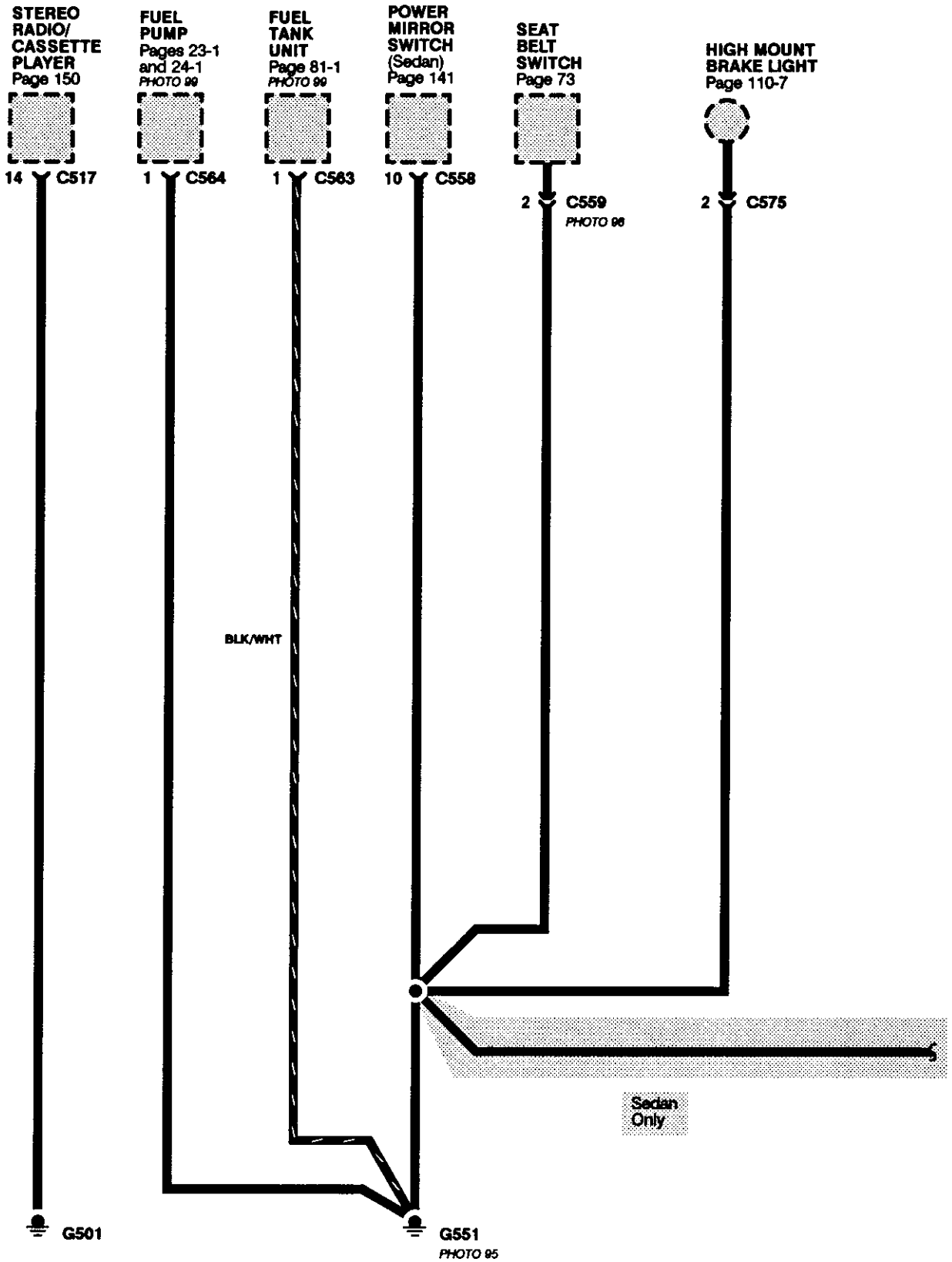


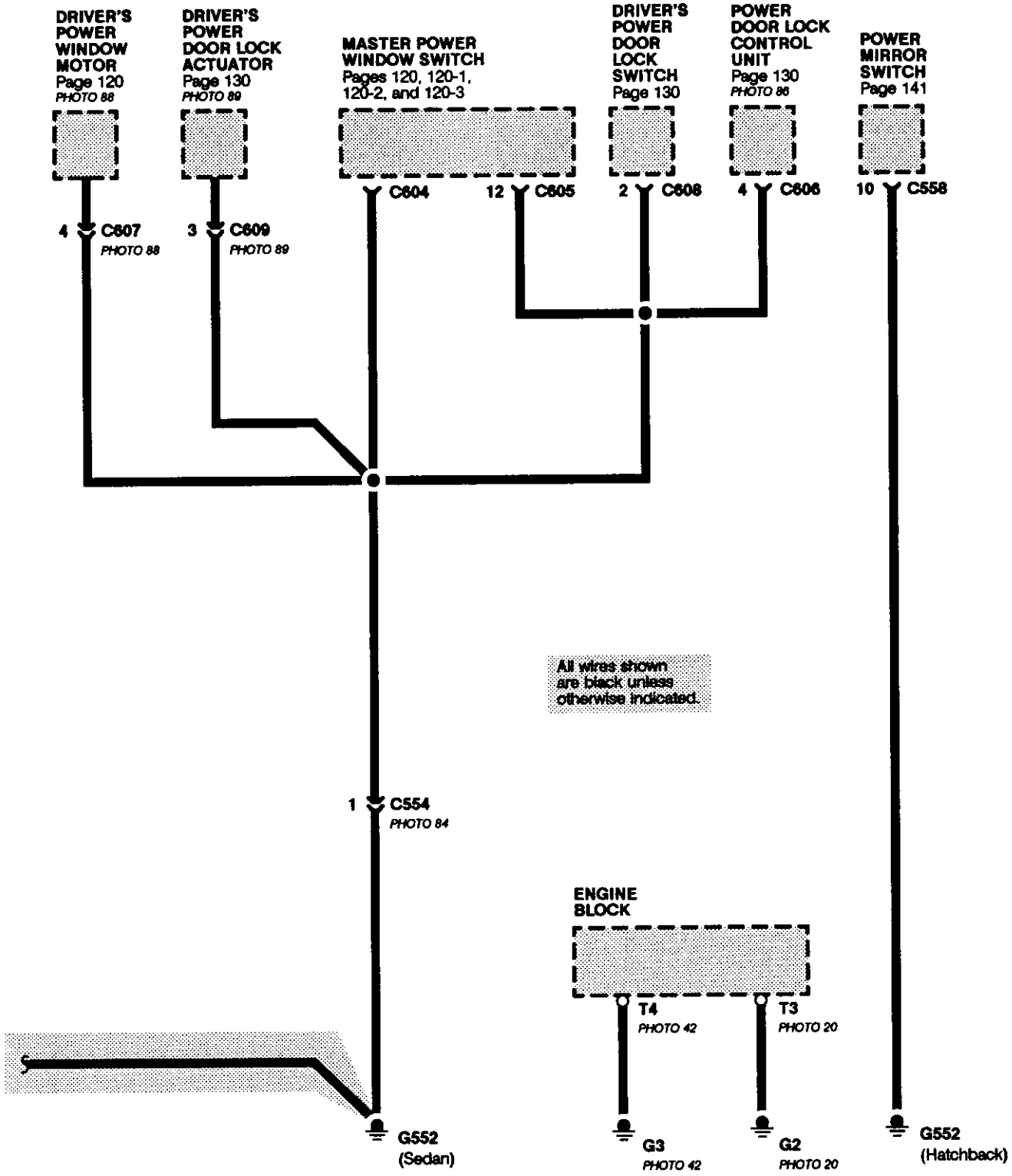

MOONROOF OPEN RELAY
Pages 122 and 122-1
PHOTO 55
MOONROOF CLOSE RELAY
Pages 122 and 122-1
PHOTO 56
MOONROOF SWITCH
Pages 122 and 122-1
DAYTIME RUNNING LIGHTS CONTROL UNIT
Page 110-1
CRUISE CONTROL UNIT
Page 34-5
PHOTO 53
SHIFT LEVER POSITION SWITCH
Page 89
PHOTO 75
INTERLOCK CONTROL UNIT
Page 138
PHOTO 57
4 C712
4 C713
4 C714
1 C412
3 C413
1 C409
PHOTO 75
4 C410
HEATER CONTROL PANEL
Pages 62-1 and 63-1
FUNCTION CONTROL MOTOR
Page 62-1
PHOTO 70
1 C734
4 C733
YEL/BLK
C732
PHOTO 73
8
10
14 C727
PHOTO 73
2 C402
PHOTO 79
2 C403
PHOTO 79
IGNITION KEY SWITCH
Page 73
4 C427
PHOTO 63
All wires shown are black unless otherwise indicated.
See Ground Distribution, page 14-2.
G201
PHOTO 40

(cont'd)

Ground Distribution (cont'd)

– G2, G3, G501, G551

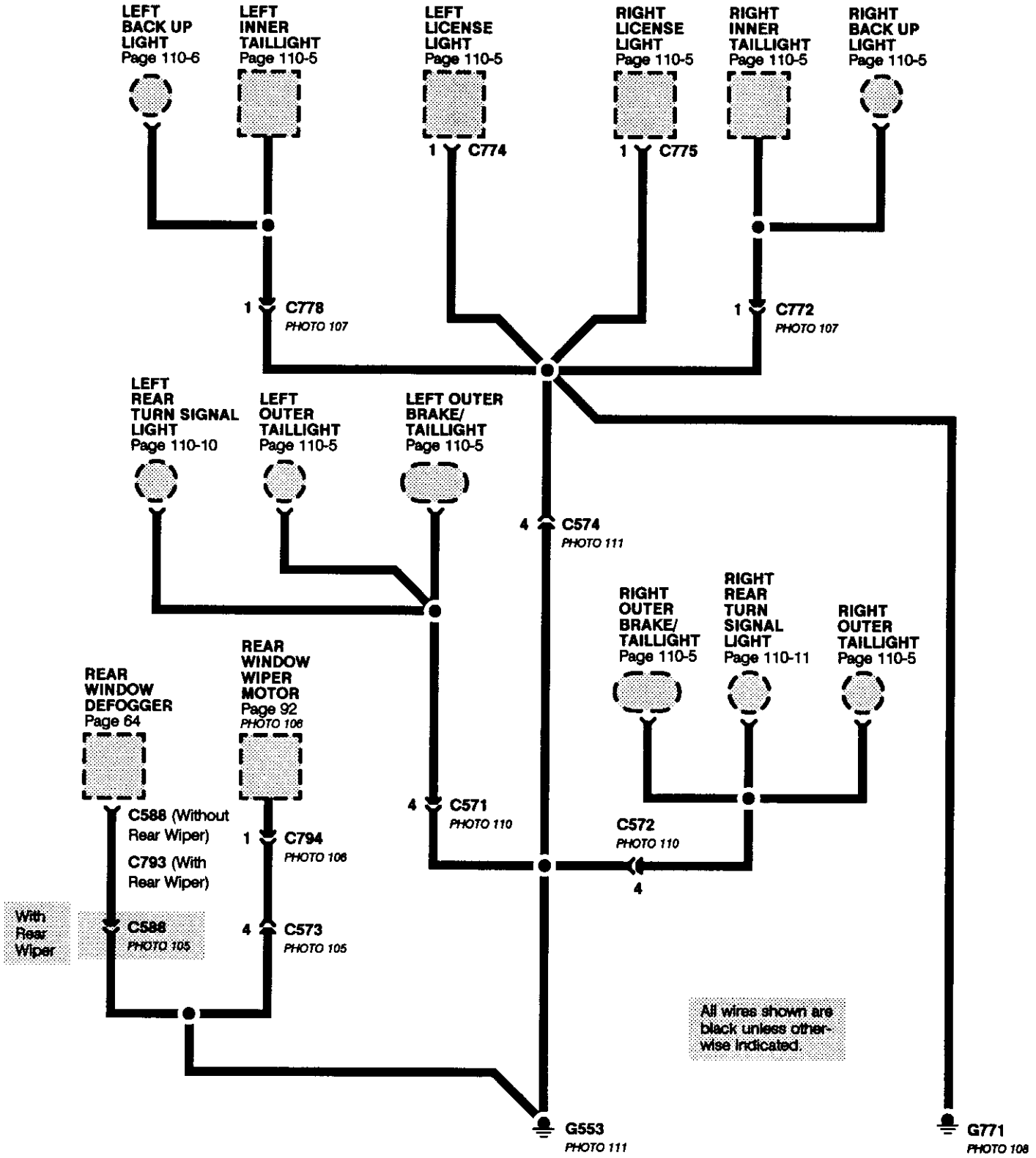



DRIVER'S POWER WINDOW MOTOR
Page 120
PHOTO 88
DRIVER'S POWER DOOR LOCK ACTUATOR
Page 130
PHOTO 89
MASTER POWER WINDOW SWITCH
Pages 120, 120-1, 120-2, and 120-3
DRIVER'S POWER DOOR LOCK SWITCH
Page 130
POWER DOOR LOCK CONTROL UNIT
Page 130
PHOTO 86
POWER MIRROR SWITCH
Page 141
C604
12 C605
2 C608
4 C606
10 C558
4 C607
PHOTO 88
3 C609
PHOTO 89
All wires shown are black unless otherwise indicated.
1 C554
PHOTO 84
ENGINE BLOCK
T4
PHOTO 42
T3
PHOTO 20
G552
(Sedan)
G3
PHOTO 42
G2
PHOTO 20
G552
(Hatchback)

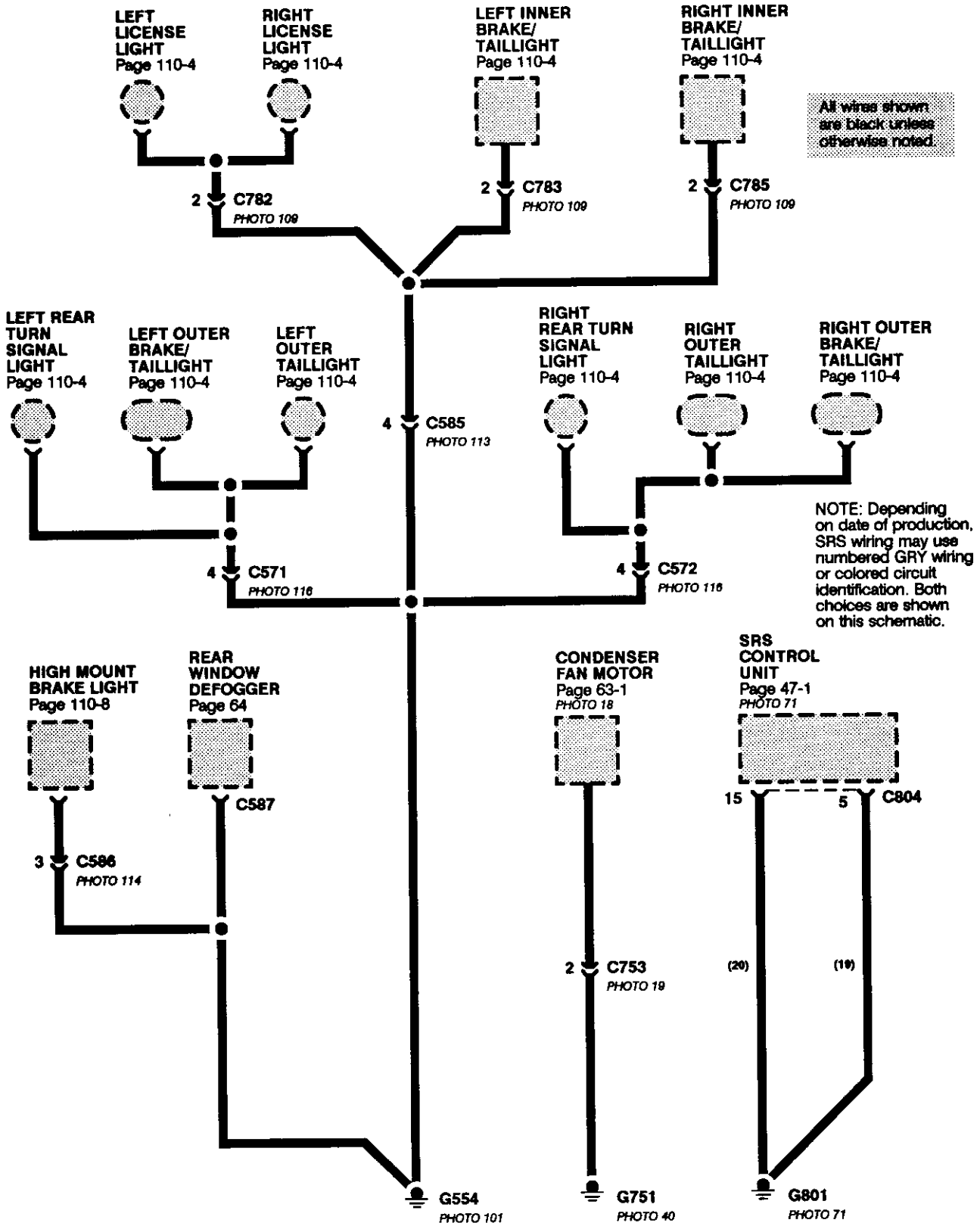
(cont'd)

Ground Distribution (cont'd)

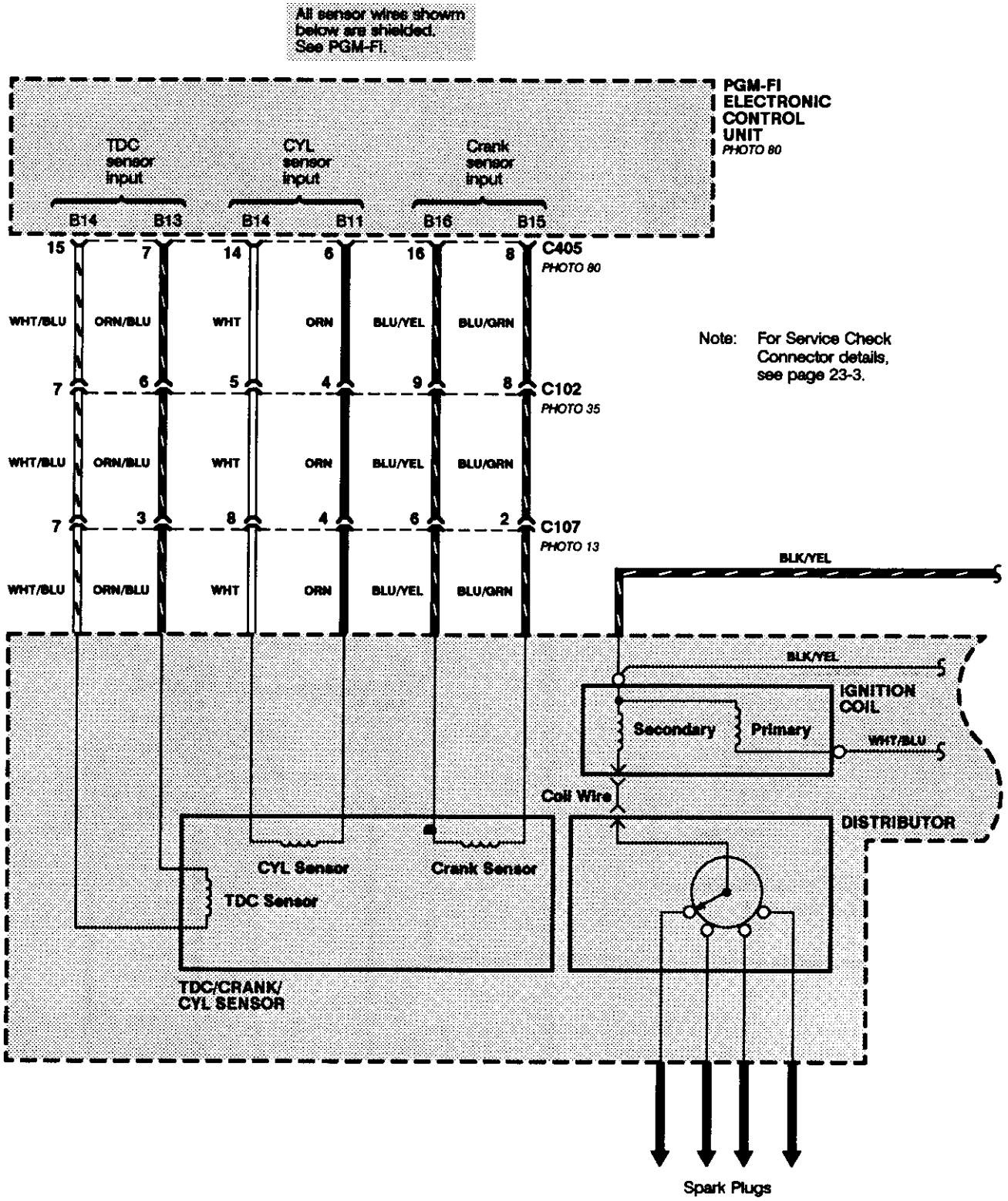
– G553 (Hatchback), G771



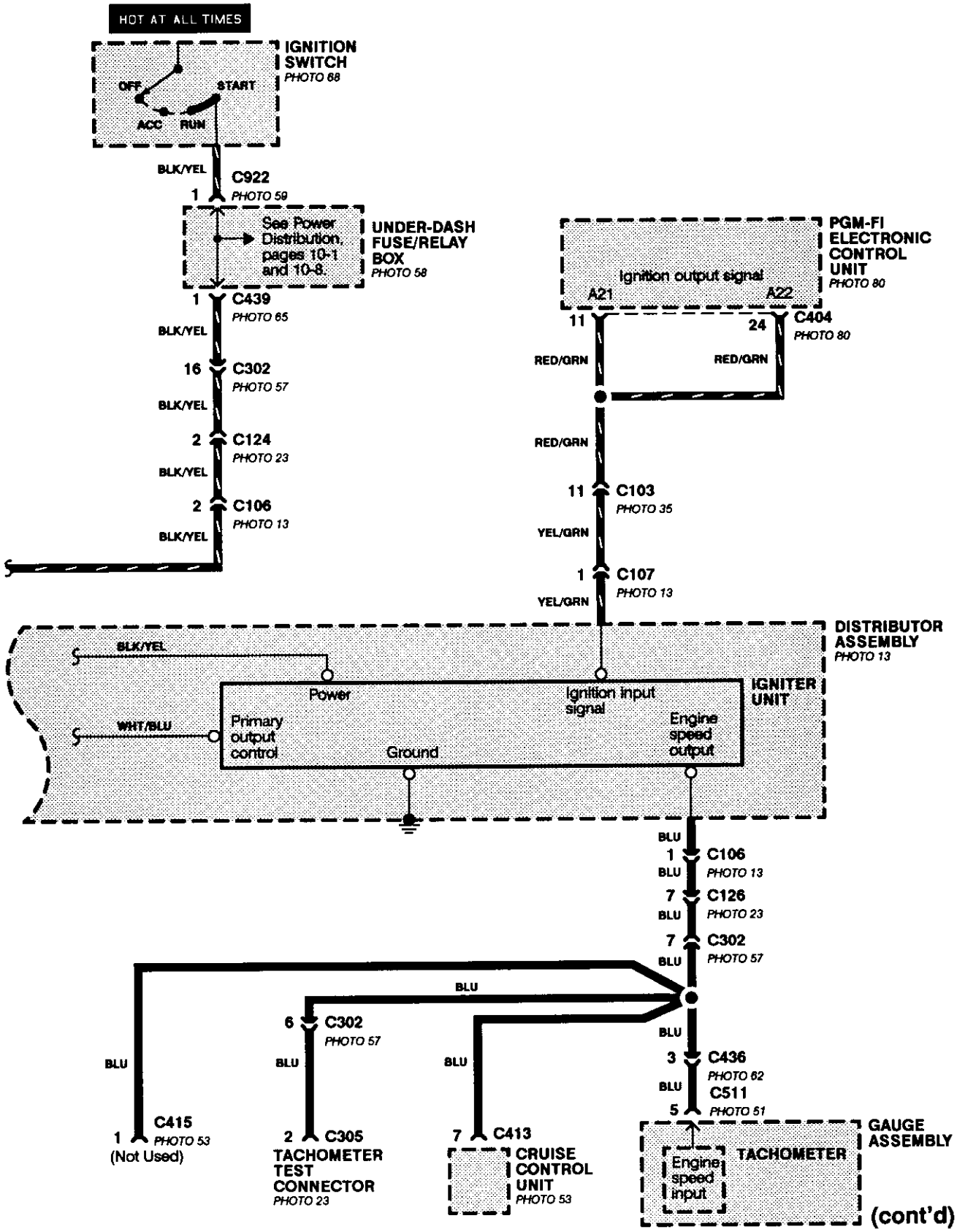
- G554 (Sedan), G751, G801



Ignition System



Note: For Service Check Connector details, see page 23-3.

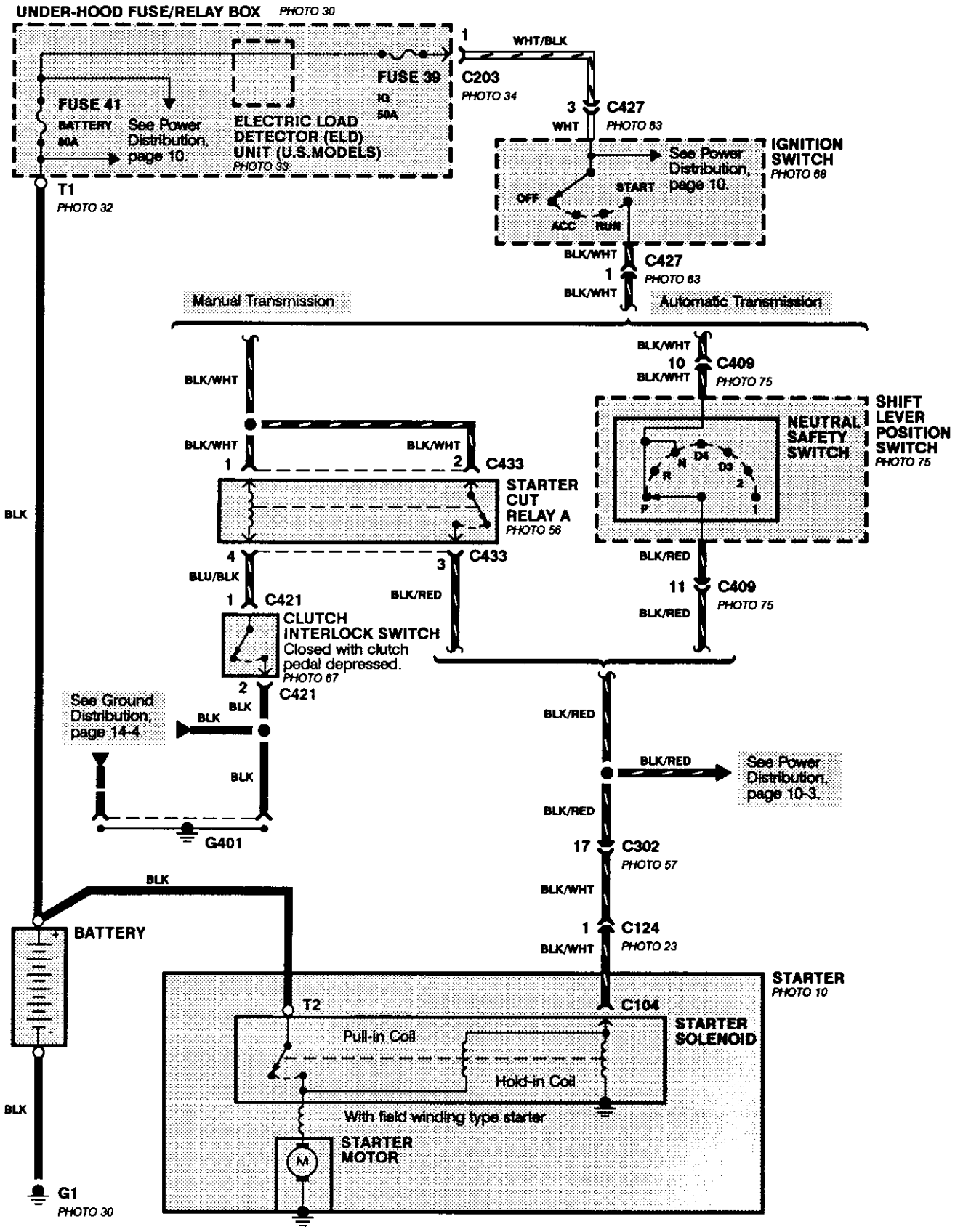

HOT AT ALL TIMES
IGNITION SWITCH
PHOTO 68
OFF
START
ACC
RUN
BLK/YEL
C922
1
PHOTO 59
See Power Distribution, pages 10-1 and 10-8.
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
1
C439
PHOTO 65
BLK/YEL
16
C302
PHOTO 57
BLK/YEL
2
C124
PHOTO 23
BLK/YEL
2
C106
PHOTO 13
BLK/YEL
Ignition output signal
A21
A22
PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80
11
24
C404
PHOTO 80
RED/GRN
RED/GRN
RED/GRN
11
C103
PHOTO 35
YEL/GRN
1
C107
PHOTO 13
YEL/GRN
DISTRIBUTOR ASSEMBLY
PHOTO 13
BLK/YEL
WHT/BLU
Power
Primary output control
Ground
Ignition input signal
Engine speed output
IGNITER UNIT
BLU
1
C106
PHOTO 13
BLU
7
C126
PHOTO 23
7
C302
PHOTO 57
BLU
BLU
6
C302
PHOTO 57
BLU
BLU
BLU
3
C436
PHOTO 62
BLU
C511
5
PHOTO 51
BLU
1
C415
PHOTO 53
(Not Used)
2
C305
TACHOMETER TEST CONNECTOR
PHOTO 23
7
C413
CRUISE CONTROL UNIT
PHOTO 53
Engine speed input
TACHOMETER
GAUGE ASSEMBLY
(cont'd)

Ignition System (cont'd)

How the Circuit Works

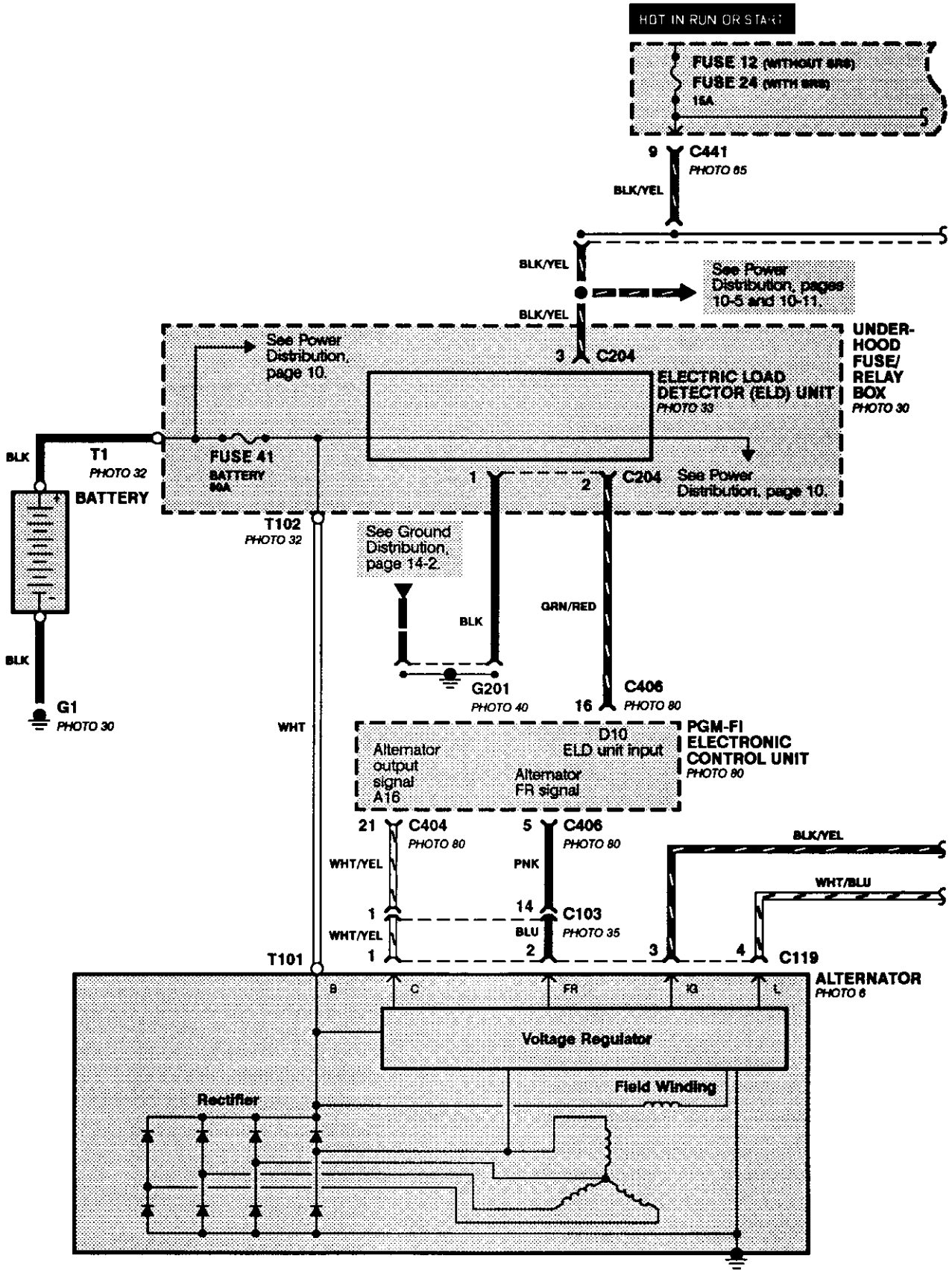
With the ignition switch in RUN or START, voltage is applied to the ignition coil and the igniter unit. As the distributor shaft turns, the igniter acts as a switch to control current flow through the primary winding of the ignition coil. When the current flow through the primary winding is stopped, a high-voltage current is induced in the secondary winding of the ignition coil. The high-voltage current flows through the distributor cap, and rotor to the proper spark plug.

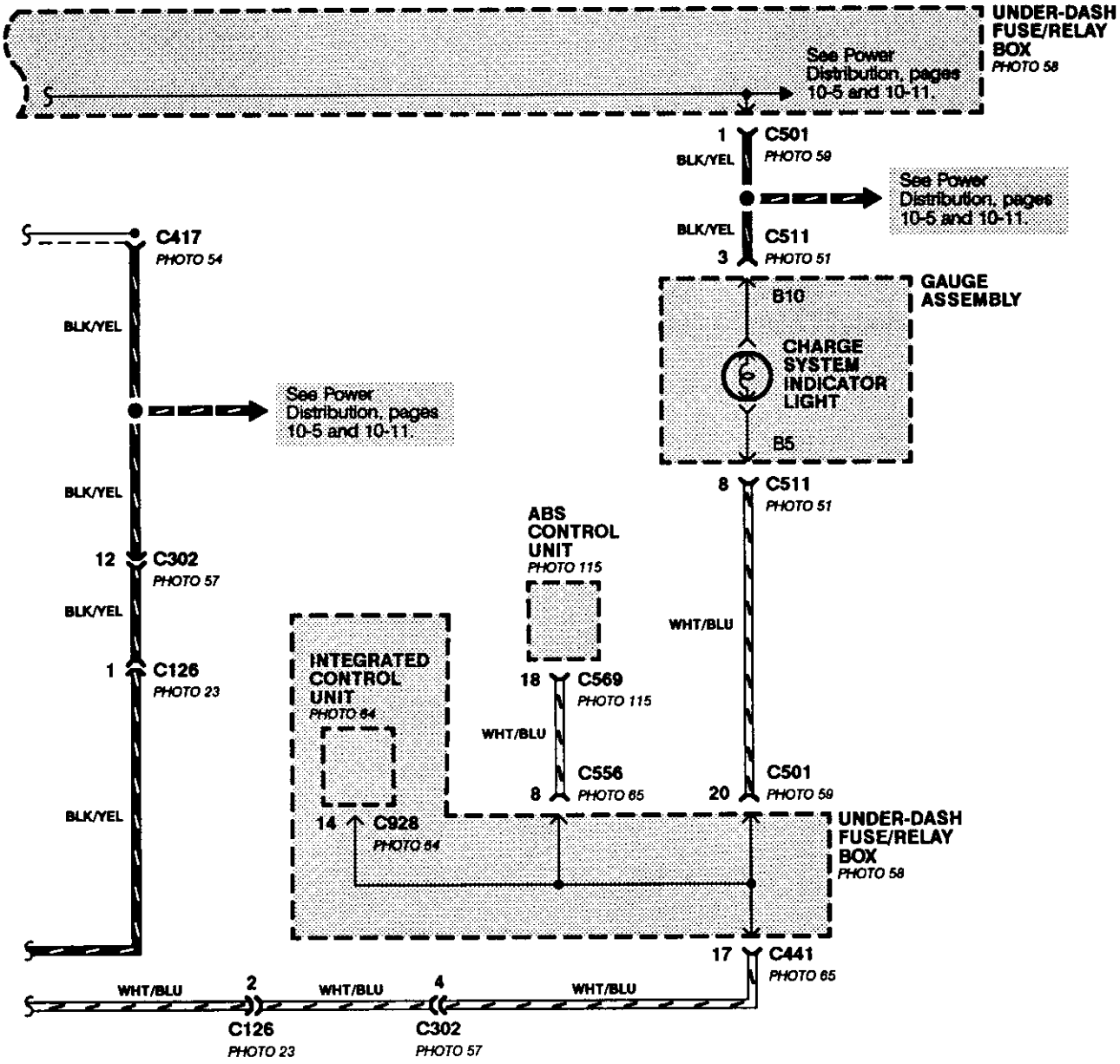
Starting System



Charging System

– Nippondenso Type

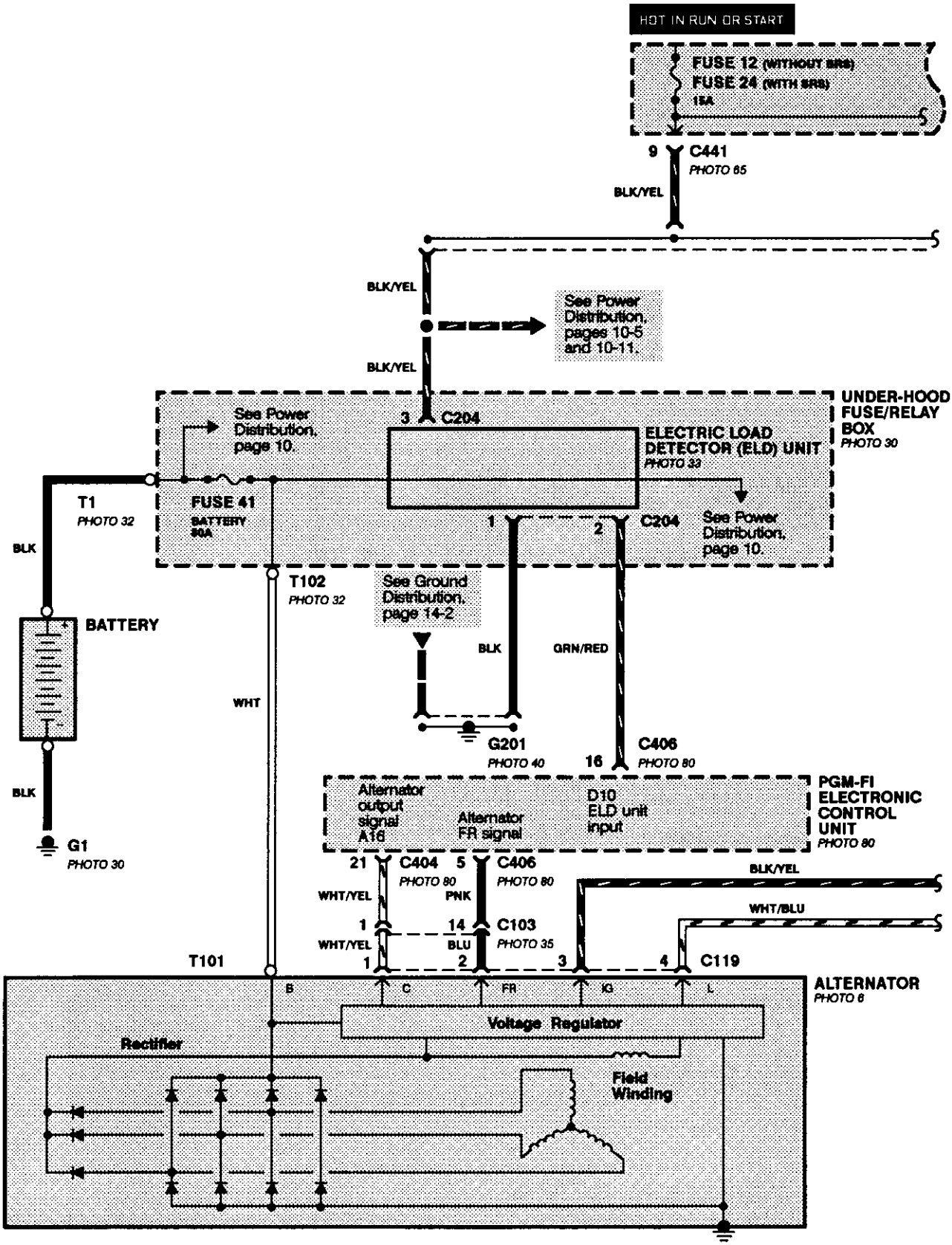


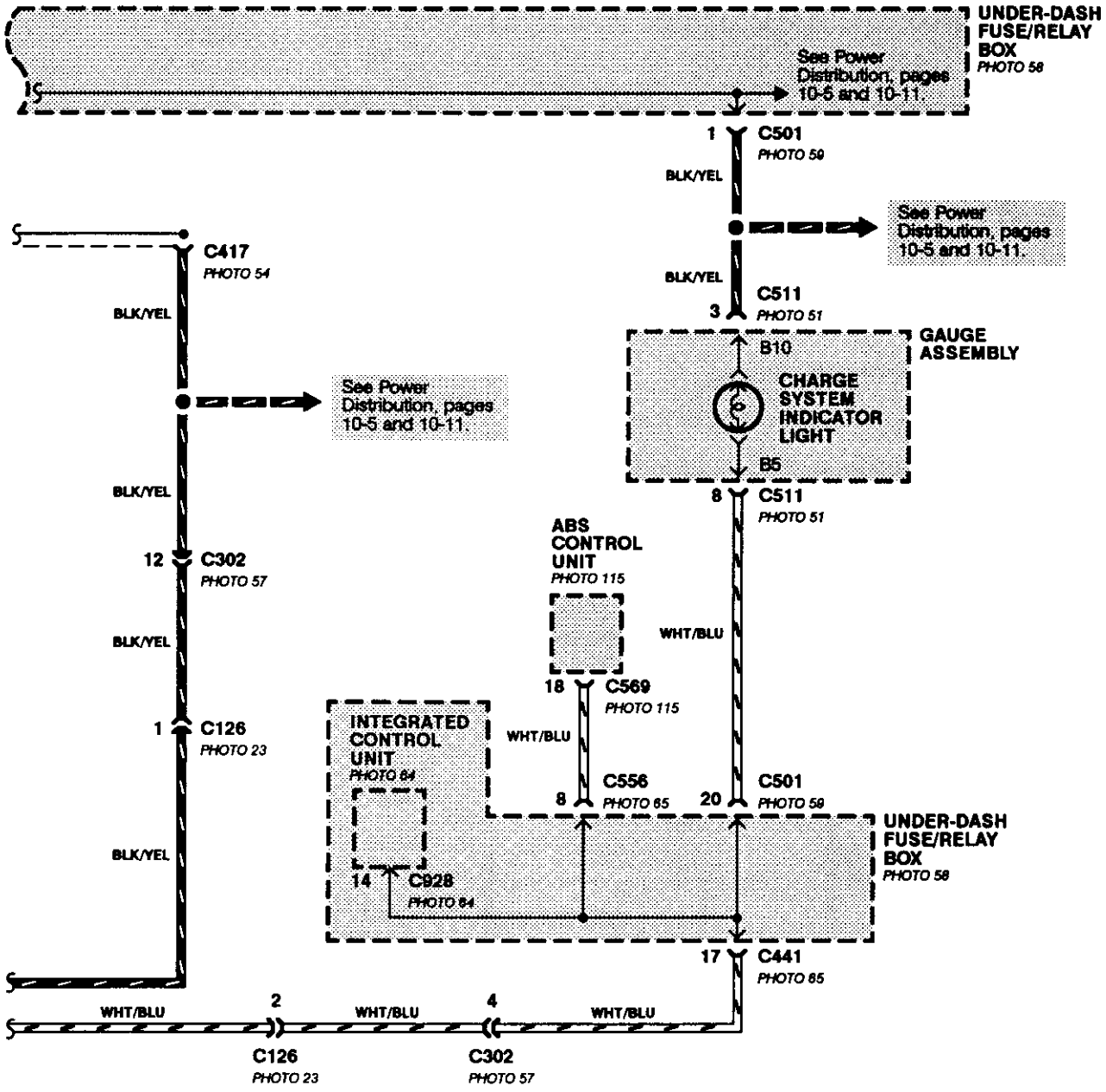

UNDER-DASH FUSE/RELAY BOX
PHOTO 58
See Power Distribution, pages 10-5 and 10-11.
1 C501
PHOTO 59
BLK/YEL
See Power Distribution, pages 10-5 and 10-11.
BLK/YEL
C511
3
PHOTO 51
GAUGE ASSEMBLY
B10
CHARGE SYSTEM INDICATOR LIGHT
B5
C417
PHOTO 54
BLK/YEL
See Power Distribution, pages 10-5 and 10-11.
8 C511
PHOTO 51
ABS CONTROL UNIT
PHOTO 115
BLK/YEL
12 C302
PHOTO 57
BLK/YEL
WHT/BLU
INTEGRATED CONTROL UNIT
PHOTO 64
18 C569
PHOTO 115
1 C126
PHOTO 23
WHT/BLU
C556
8
PHOTO 65
C501
20
PHOTO 59
BLK/YEL
14 C928
PHOTO 64
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
17 C441
PHOTO 65
WHT/BLU
2
WHT/BLU
4
WHT/BLU
C126
PHOTO 23
C302
PHOTO 57

(cont'd)

Charging System (cont'd)

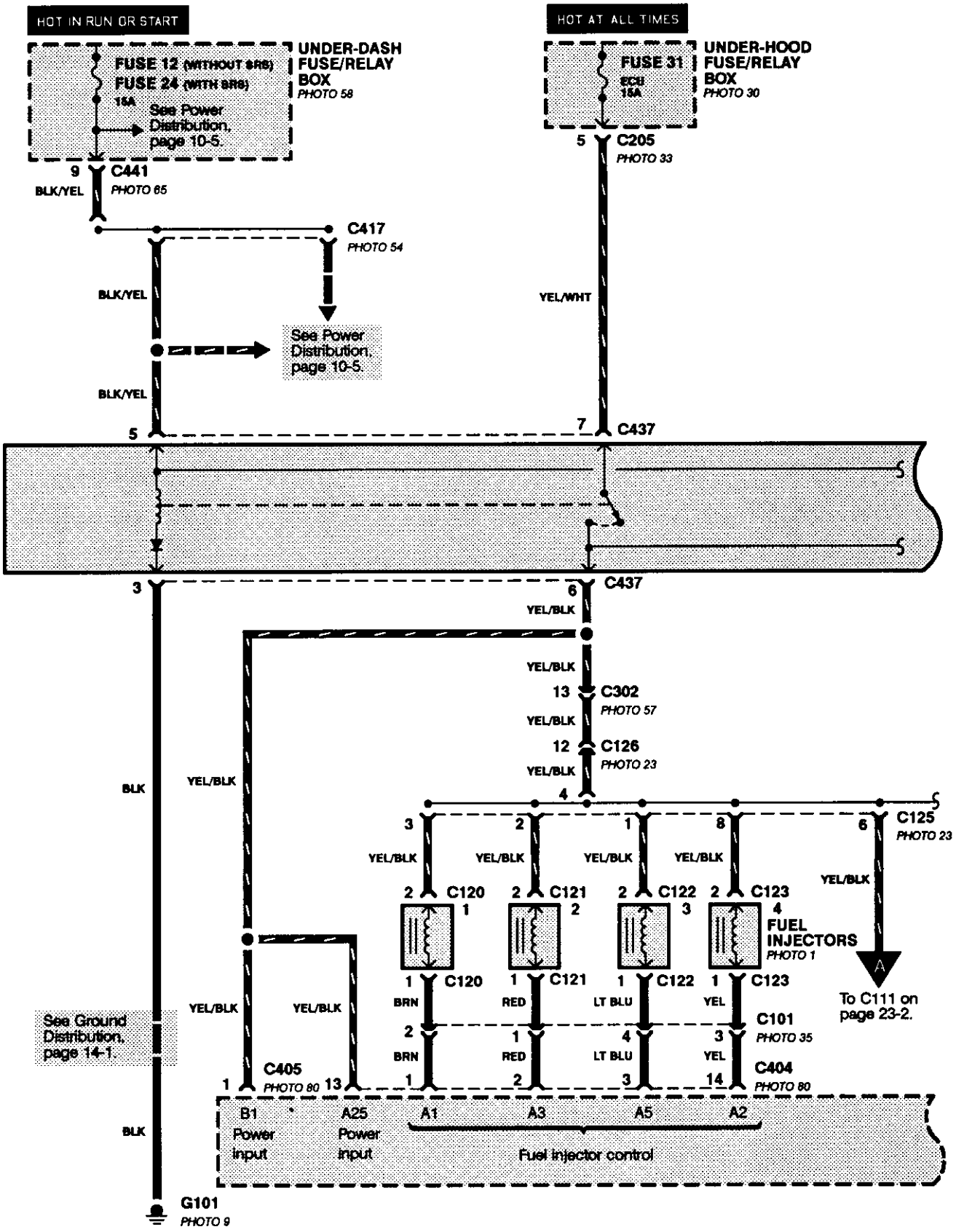
– Mitsubishi Type

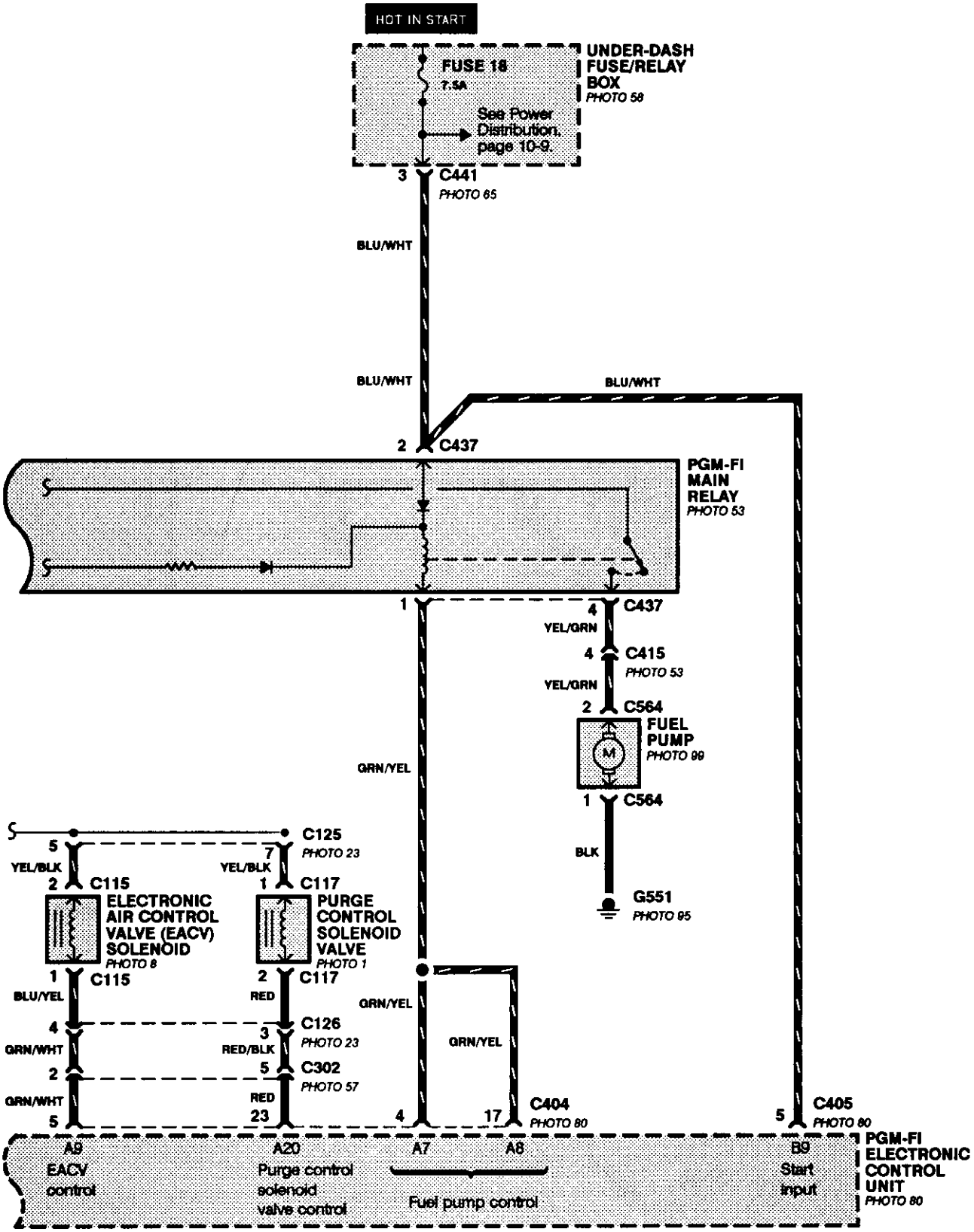



UNDER-DASH FUSE/RELAY BOX
PHOTO 58
See Power Distribution, pages 10-5 and 10-11.
1
C501
PHOTO 59
BLK/YEL
See Power Distribution, pages 10-5 and 10-11.
BLK/YEL
C511
3
PHOTO 51
GAUGE ASSEMBLY
B10
CHARGE SYSTEM INDICATOR LIGHT
B5
8
C511
PHOTO 51
C417
PHOTO 54
BLK/YEL
See Power Distribution, pages 10-5 and 10-11.
BLK/YEL
12
C302
PHOTO 57
BLK/YEL
ABS CONTROL UNIT
PHOTO 115
WHT/BLU
18
C569
PHOTO 115
1
C126
PHOTO 23
INTEGRATED CONTROL UNIT
PHOTO 64
WHT/BLU
8
C556
PHOTO 65
20
C501
PHOTO 59
BLK/YEL
14
C928
PHOTO 64
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
17
C441
PHOTO 65
WHT/BLU
2
WHT/BLU
4
WHT/BLU
C126
PHOTO 23
C302
PHOTO 57

PGM-FI (CX, DX, LX, EX, Si)

– Main Relay and Fuel Control

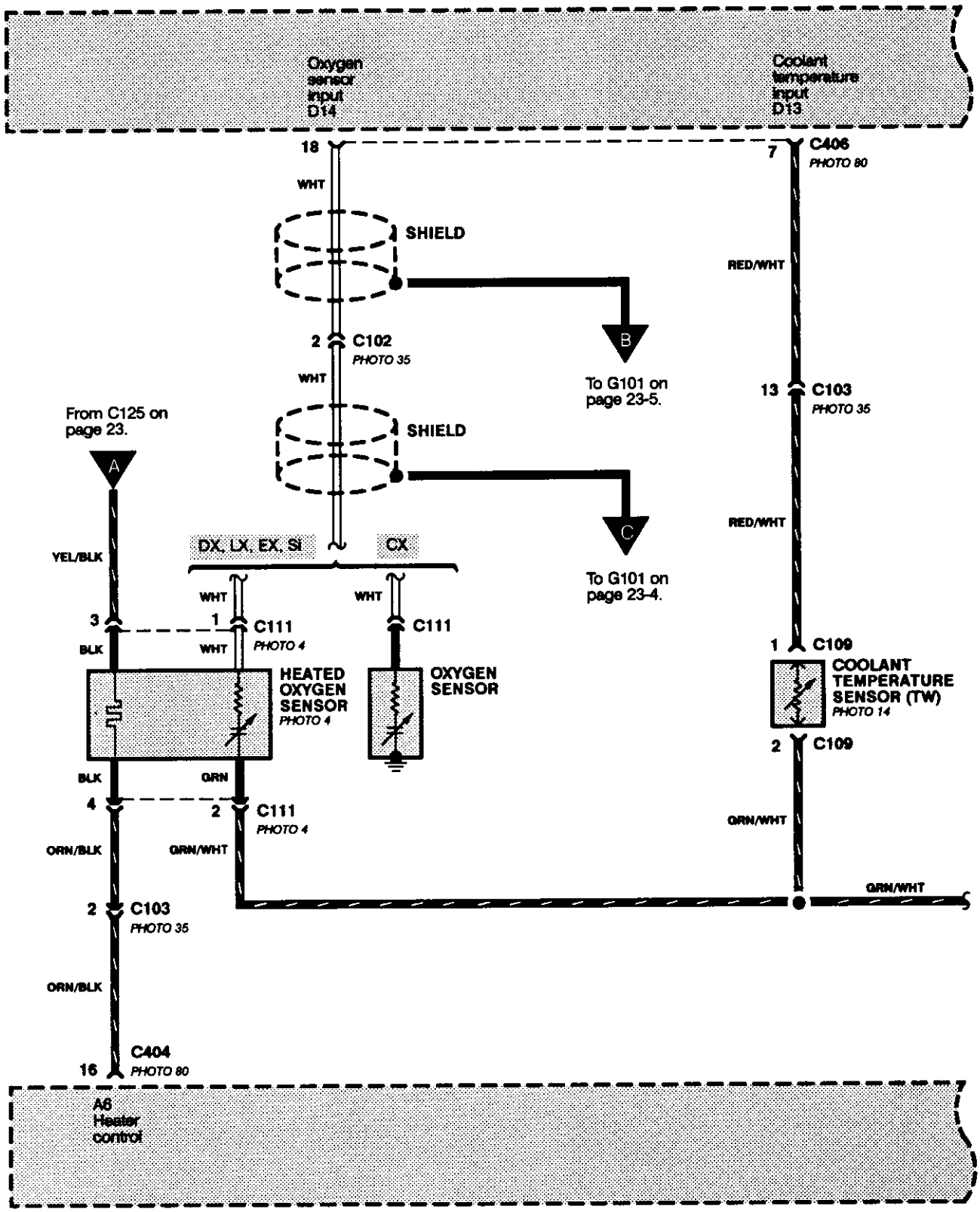


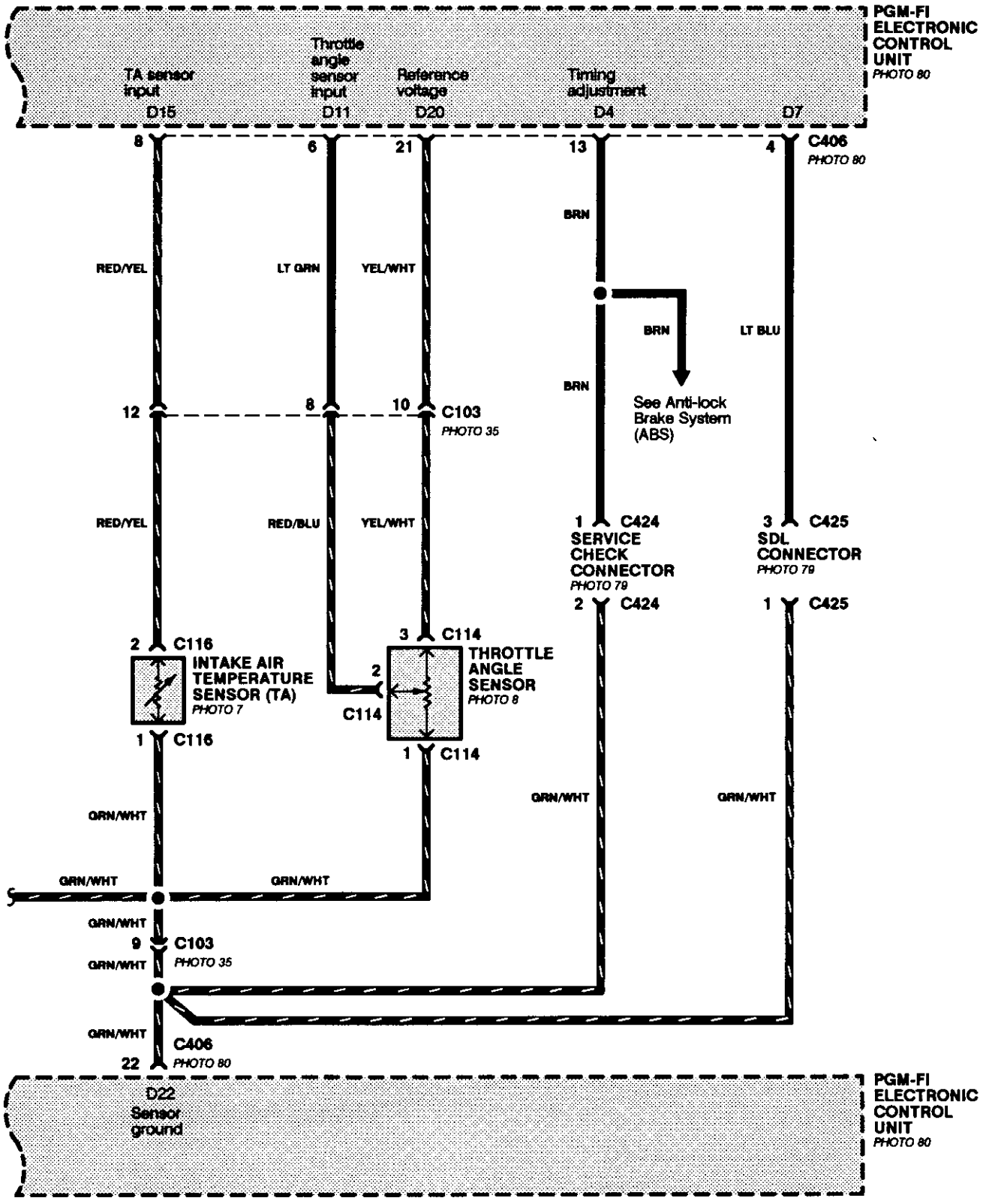

HOT IN START
FUSE 18
7.5A
See Power Distribution, page 10-9.
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
3
C441
PHOTO 65
BLU/WHT
BLU/WHT
BLU/WHT
2
C437
PGM-FI MAIN RELAY
PHOTO 53
1
4
C437
YEL/GRN
4
C415
PHOTO 53
YEL/GRN
2
C564
FUEL PUMP
PHOTO 99
M
GRN/YEL
1
C564
BLK
G551
PHOTO 95
C125
PHOTO 23
5
YEL/BLK
2
C115
7
YEL/BLK
1
C117
ELECTRONIC AIR CONTROL VALVE (EACV) SOLENOID
PHOTO 8
PURGE CONTROL SOLENOID VALVE
PHOTO 1
1
C115
BLU/YEL
2
C117
RED
GRN/YEL
4
GRN/WHT
2
GRN/WHT
5
3
RED/BLK
5
RED
23
C126
PHOTO 23
C302
PHOTO 57
GRN/YEL
4
17
C404
PHOTO 80
5
C405
PHOTO 80
A9
EACV control
A20
Purge control solenoid valve control
A7
A8
Fuel pump control
B9
Start input
PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80

(cont'd)

PGM-FI (CX, DX, LX, EX, Si) (cont'd)

– Engine and Vehicle Data Sensors

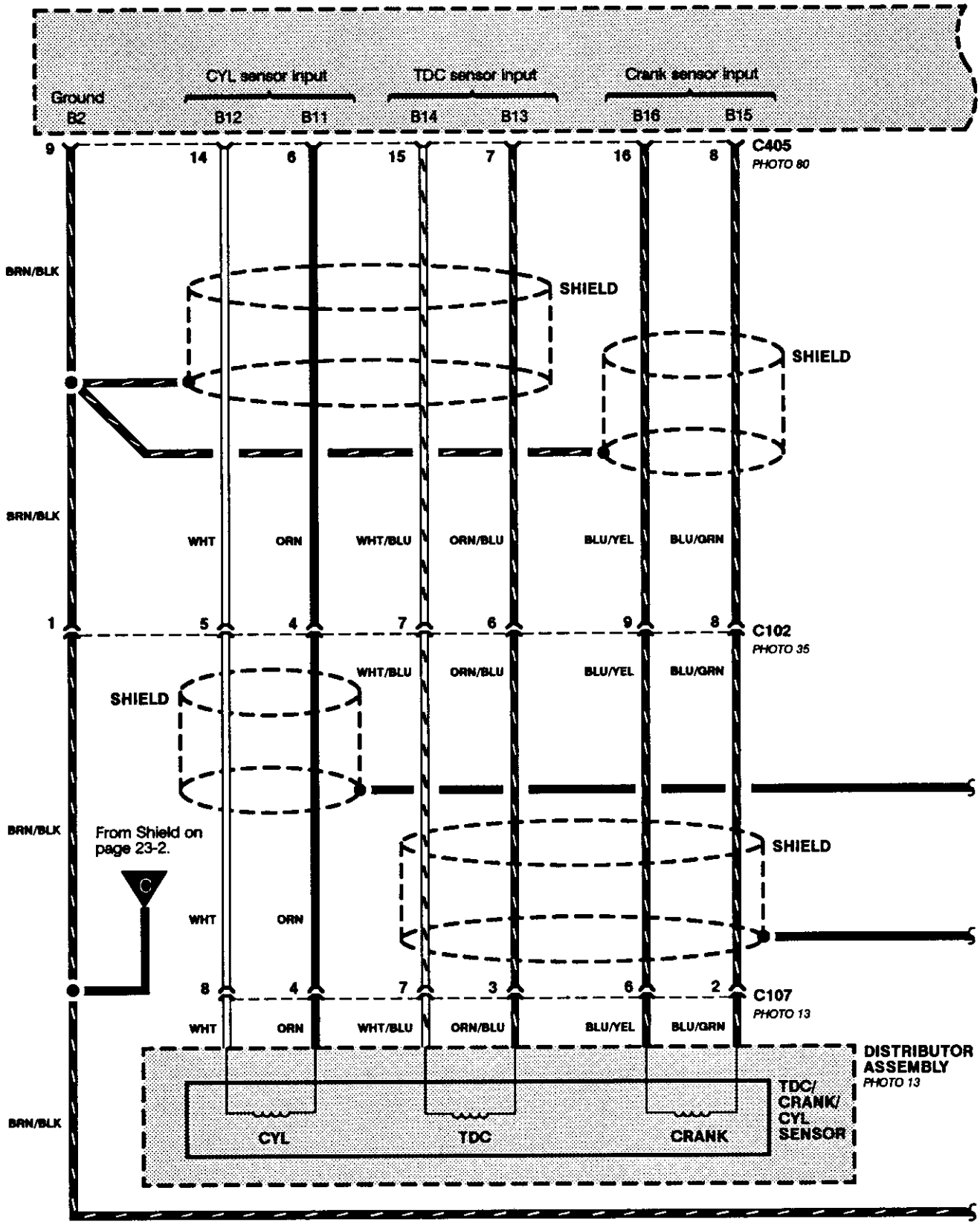


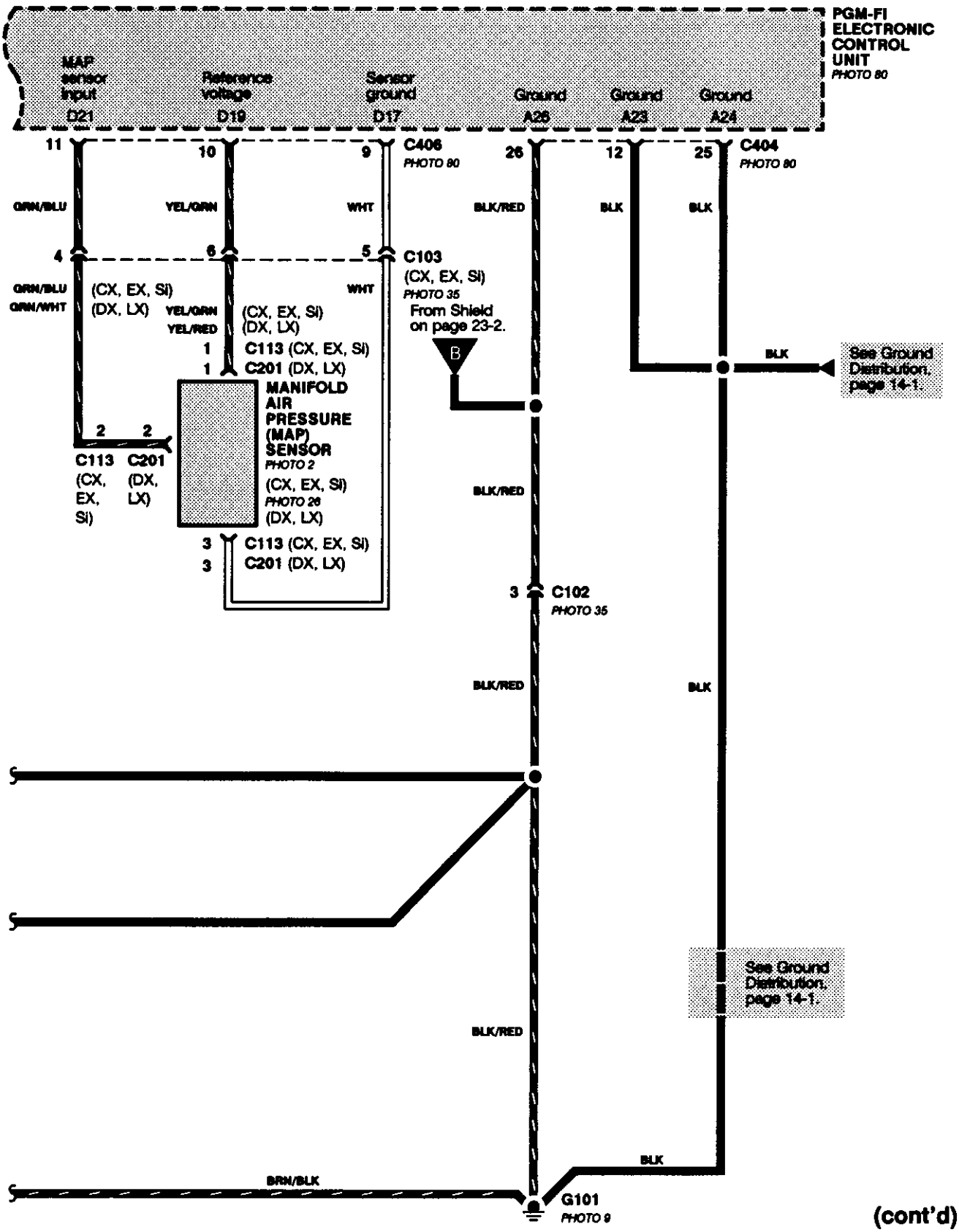

PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80
TA sensor input
D15
Throttle angle sensor input
D11
Reference voltage
D20
Timing adjustment
D4
D7
8
6
21
13
4
C406
PHOTO 80
RED/YEL
LT GRN
YEL/WHT
BRN
BRN
LT BLU
BRN
See Anti-lock Brake System (ABS)
12
8
10
C103
PHOTO 35
RED/YEL
RED/BLU
YEL/WHT
1
C424
SERVICE CHECK CONNECTOR
PHOTO 79
3
C425
SDL CONNECTOR
PHOTO 79
2
C424
1
C425
2
C116
INTAKE AIR TEMPERATURE SENSOR (TA)
PHOTO 7
3
C114
THROTTLE ANGLE SENSOR
PHOTO 8
2
C114
1
C116
1
C114
GRN/WHT
GRN/WHT
GRN/WHT
GRN/WHT
GRN/WHT
9
C103
PHOTO 35
GRN/WHT
GRN/WHT
C406
22
PHOTO 80
D22
Sensor ground
PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80

(cont'd)

PGM-FI (CX, DX, LX, EX, Si) (cont'd)

– Engine Data Sensors and Grounds

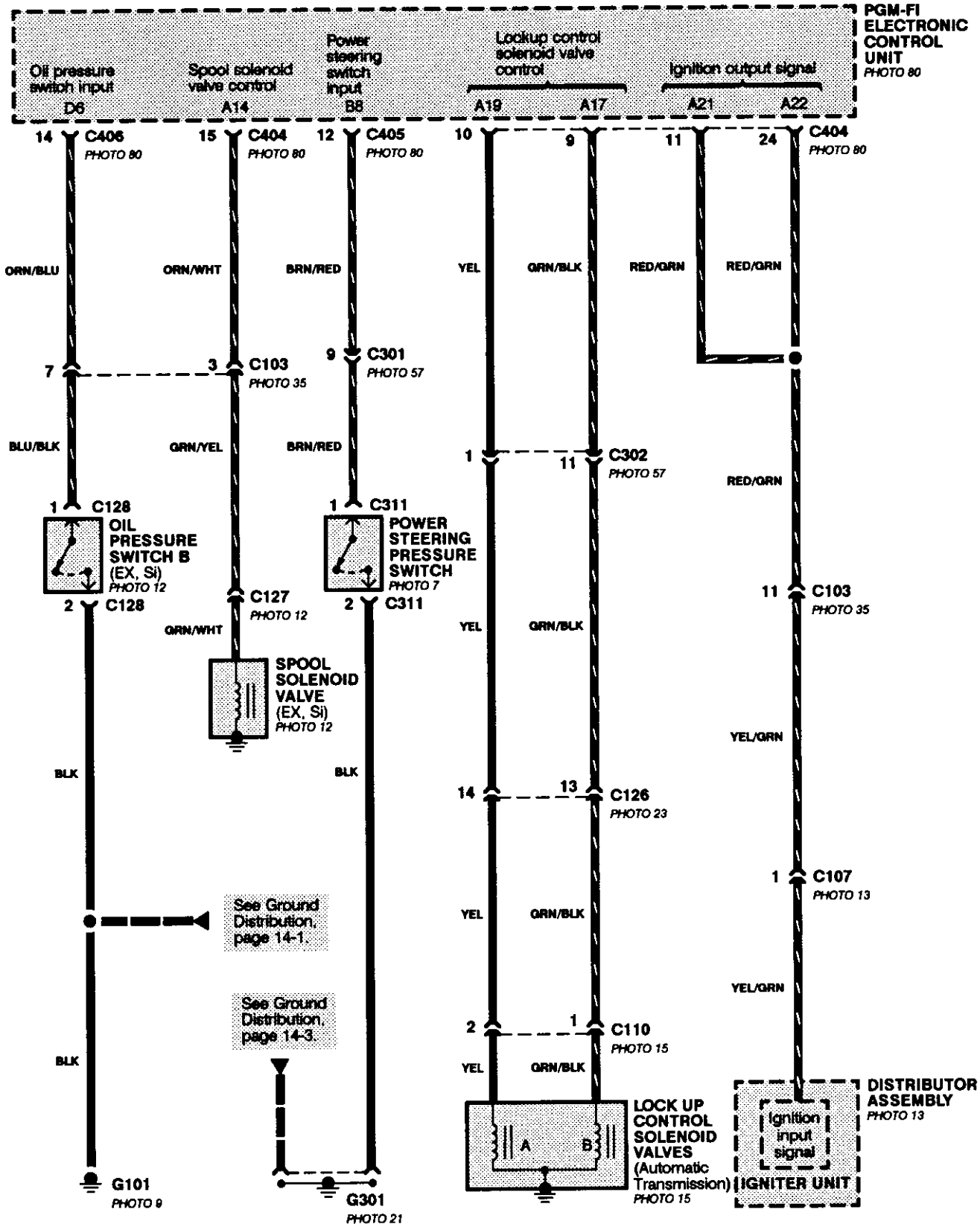



PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80
MAP sensor input D21
Reference voltage D19
Sensor ground D17
Ground A26
Ground A23
Ground A24
11
10
9
C406
PHOTO 80
26
12
25
C404
PHOTO 80
GRN/BLU
YEL/GRN
WHT
BLK/RED
BLK
BLK
4
6
5
C103
(CX, EX, SI)
PHOTO 35
From Shield on page 23-2.
GRN/BLU
GRN/WHT
(CX, EX, SI)
(DX, LX)
YEL/GRN
YEL/RED
WHT
(CX, EX, SI)
(DX, LX)
1
1
C113 (CX, EX, SI)
C201 (DX, LX)
B
BLK
See Ground Distribution, page 14-1.
MANIFOLD AIR PRESSURE (MAP) SENSOR
PHOTO 2
2
2
C113
(CX, EX, SI)
C201
(DX, LX)
(CX, EX, SI)
PHOTO 26
(DX, LX)
3
3
C113 (CX, EX, SI)
C201 (DX, LX)
BLK/RED
3
C102
PHOTO 35
BLK/RED
BLK
See Ground Distribution, page 14-1.
BLK/RED
BLK
BRN/BLK
G101
PHOTO 9

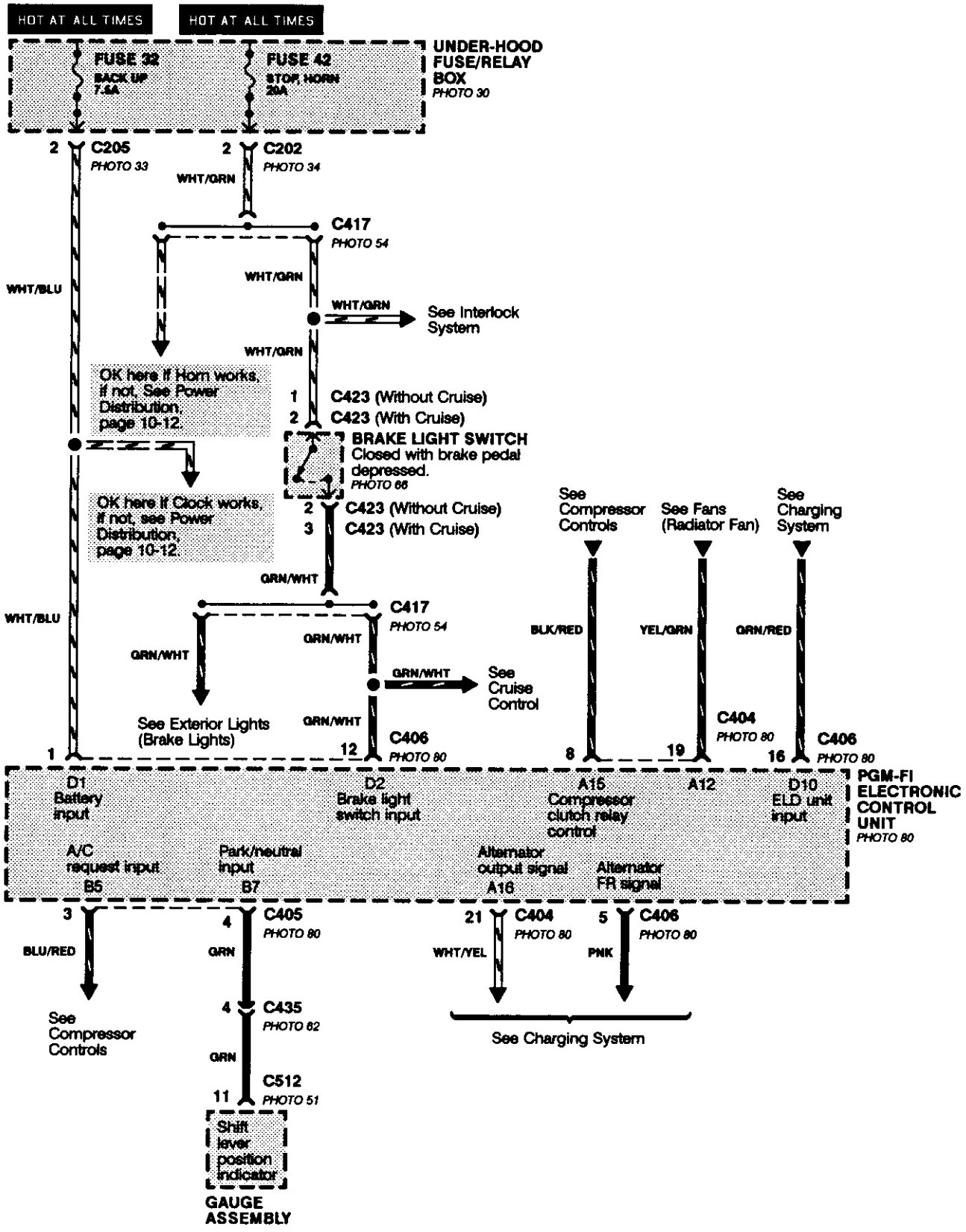
(cont'd)

PGM-FI (CX, DX, LX, EX, Si) (cont'd)

– Engine Switches and Sensors



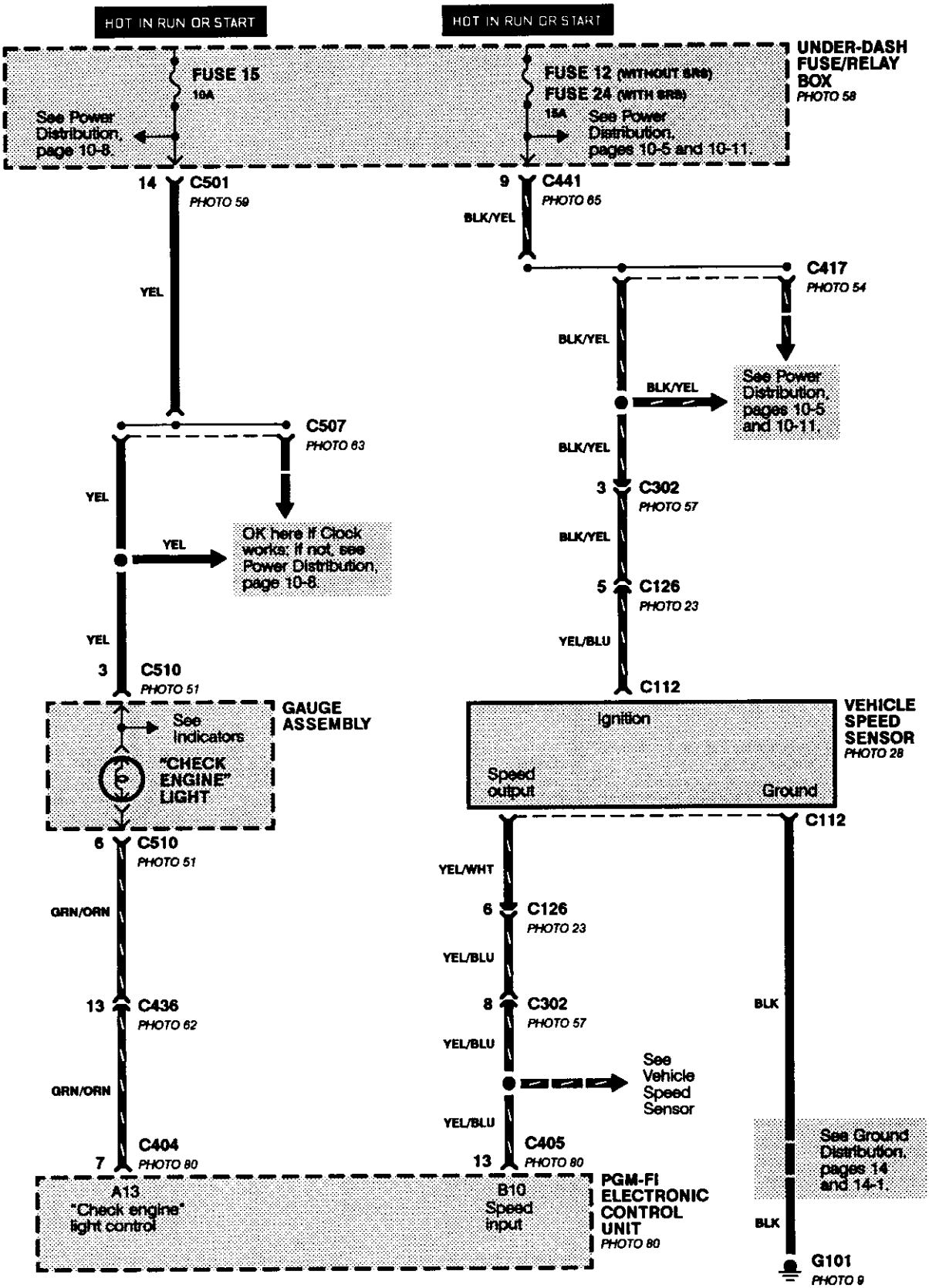
– Power and Brake Light Switch Input



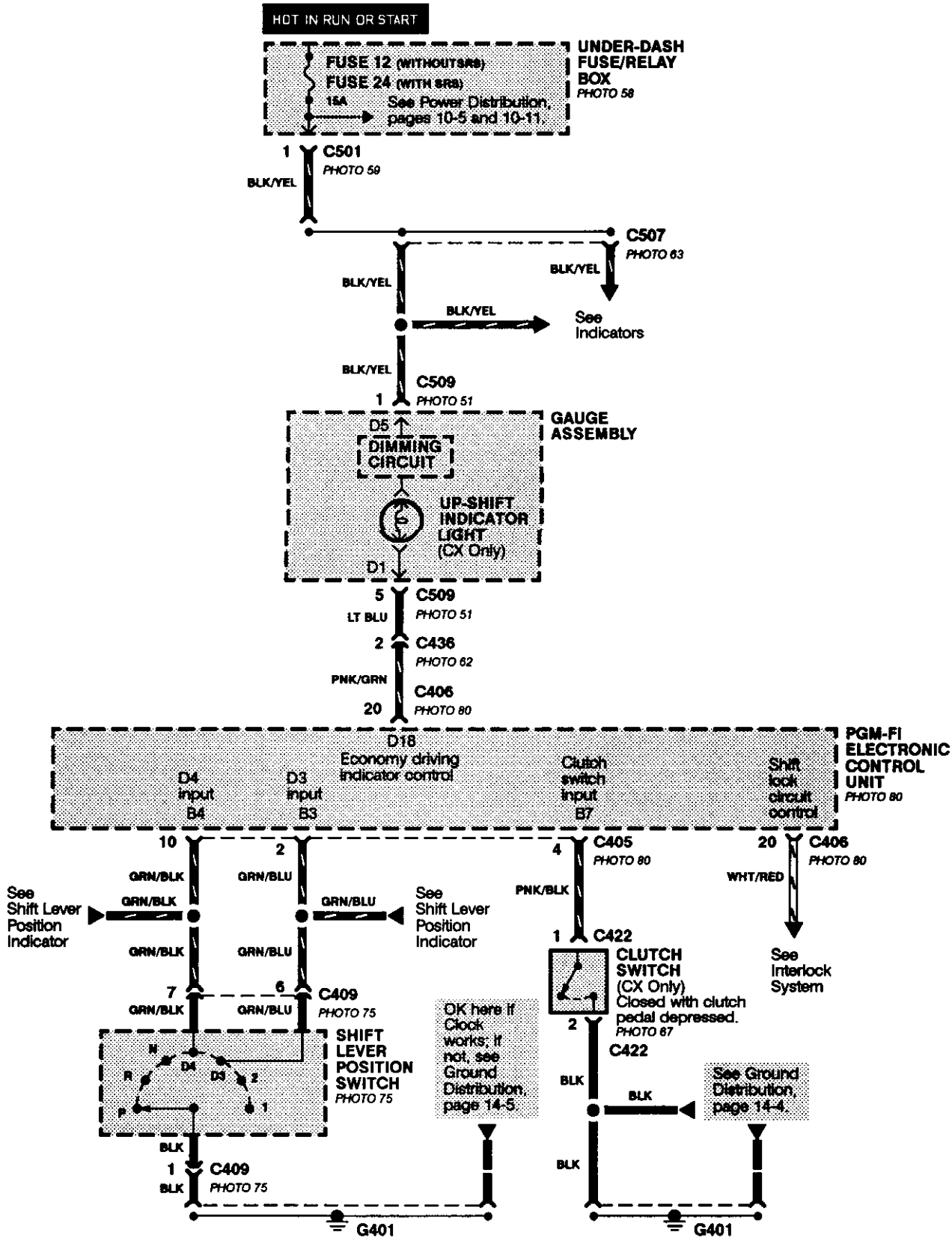
(cont'd)

PGM-FI (CX, DX, LX, EX, Si) (cont'd)

– Check Engine Light and Vehicle Speed Sensor

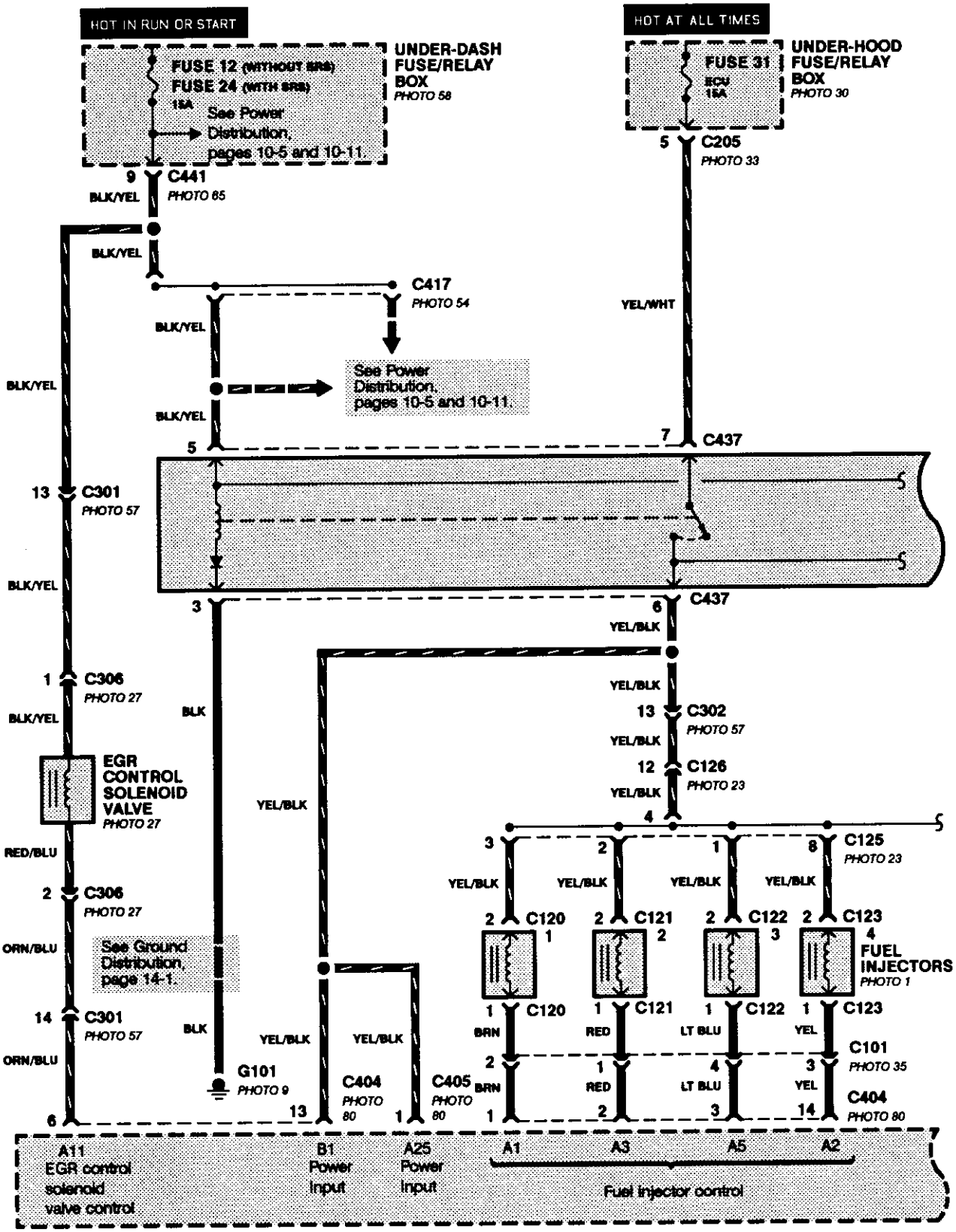


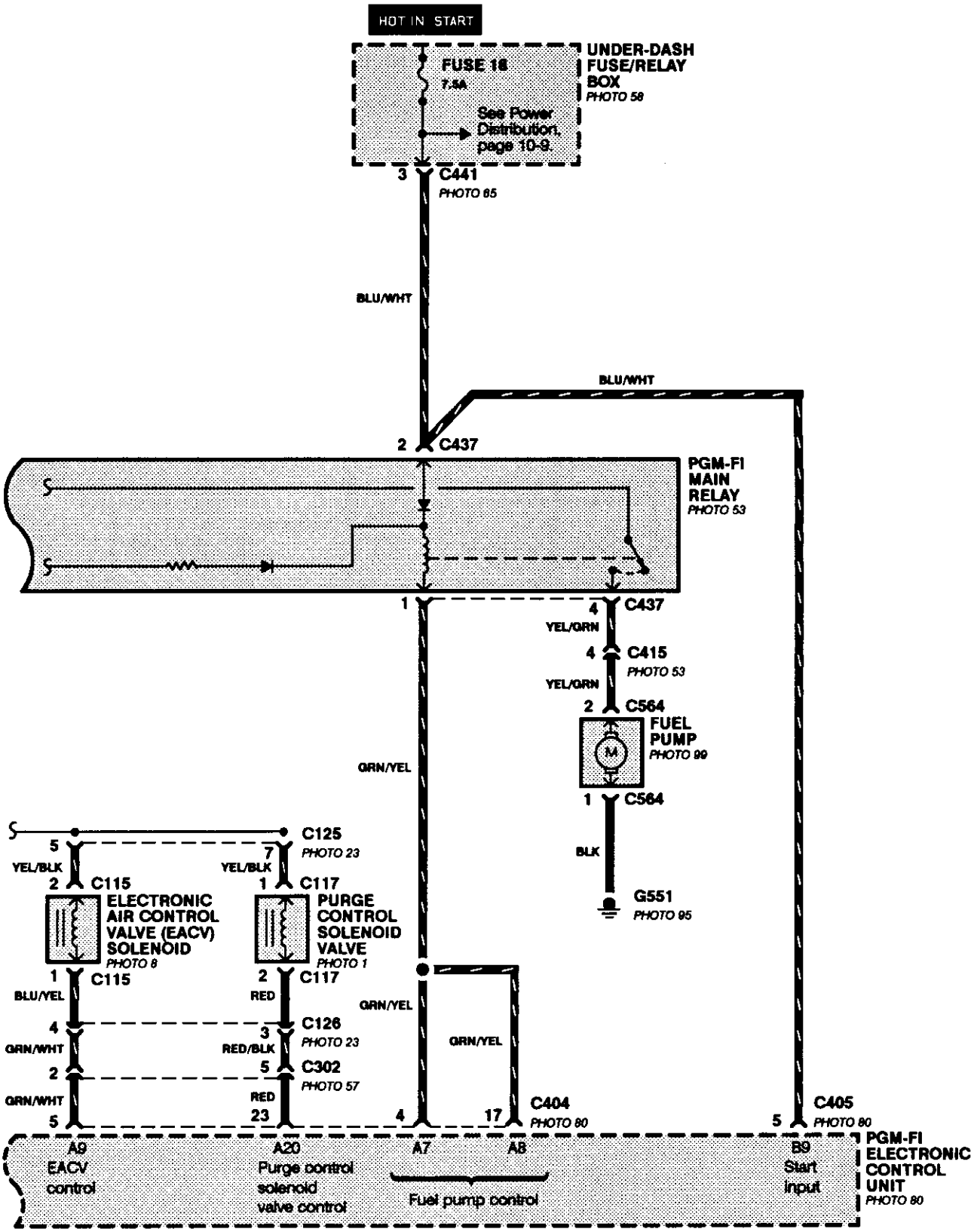
– Transmission Switches/Controls, and Up-Shift Indicator



PGM-FI (VX)

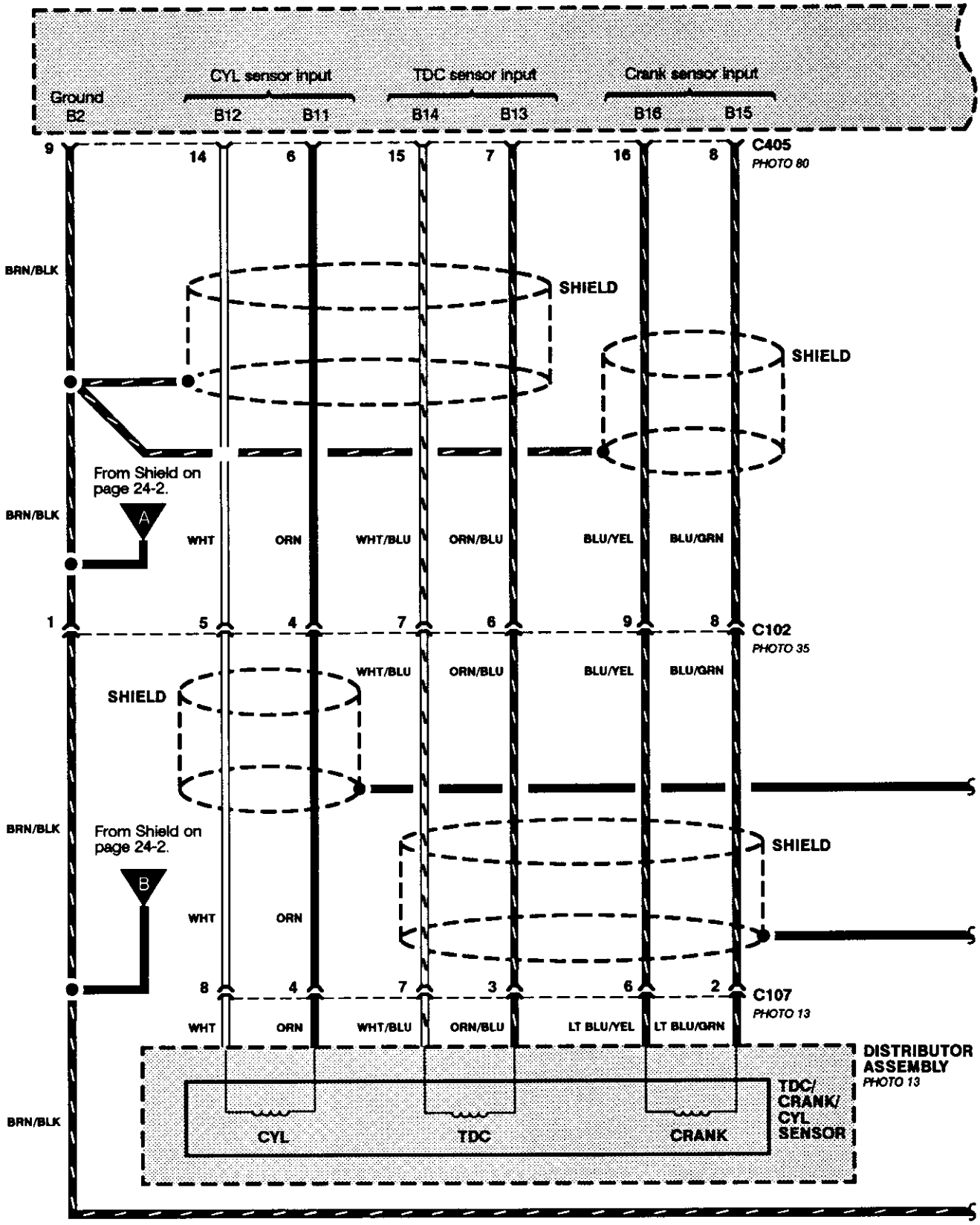
– Main Relay and Fuel Control

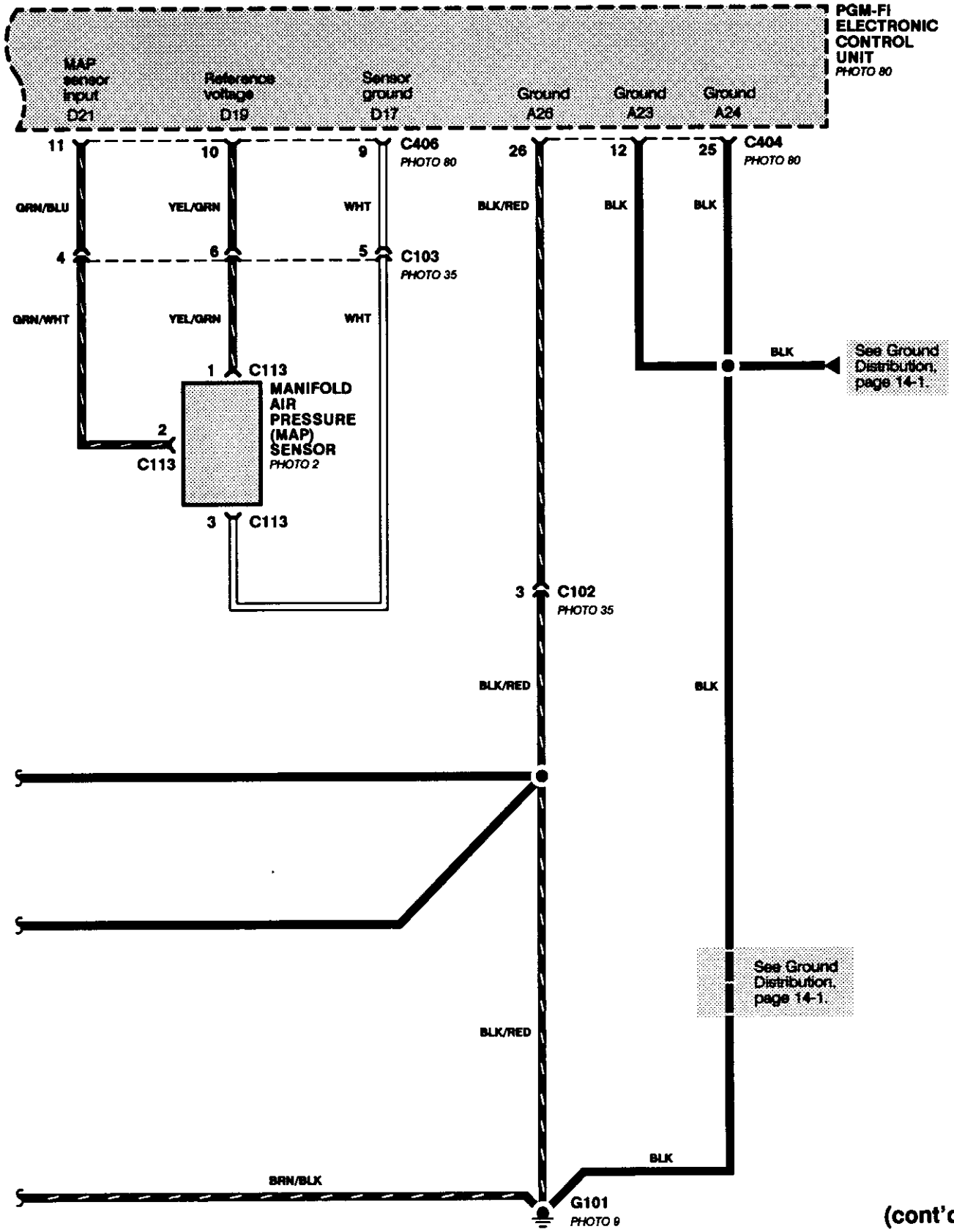



HOT IN START
FUSE 18
7.5A
See Power Distribution, page 10-9.
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
3
C441
PHOTO 65
BLU/WHT
BLU/WHT
2
C437
PGM-FI MAIN RELAY
PHOTO 53
1
4
C437
YEL/GRN
4
C415
PHOTO 53
YEL/GRN
2
C564
FUEL PUMP
PHOTO 99
GRN/YEL
1
C564
BLK
G551
PHOTO 95
C125
PHOTO 23
5
YEL/BLK
7
YEL/BLK
2
C115
ELECTRONIC AIR CONTROL VALVE (EACV) SOLENOID
PHOTO 8
1
C117
PURGE CONTROL SOLENOID VALVE
PHOTO 1
1
C115
BLU/YEL
2
C117
RED
GRN/YEL
4
GRN/WHT
3
C126
PHOTO 23
RED/BLK
GRN/YEL
2
GRN/WHT
5
C302
PHOTO 57
RED
5
23
4
17
C404
PHOTO 80
5
C405
PHOTO 80
A9
EACV control
A20
Purge control solenoid valve control
A7
A8
Fuel pump control
B9
Start input
PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80

(cont'd)

Engine Data Sensors and Grounds

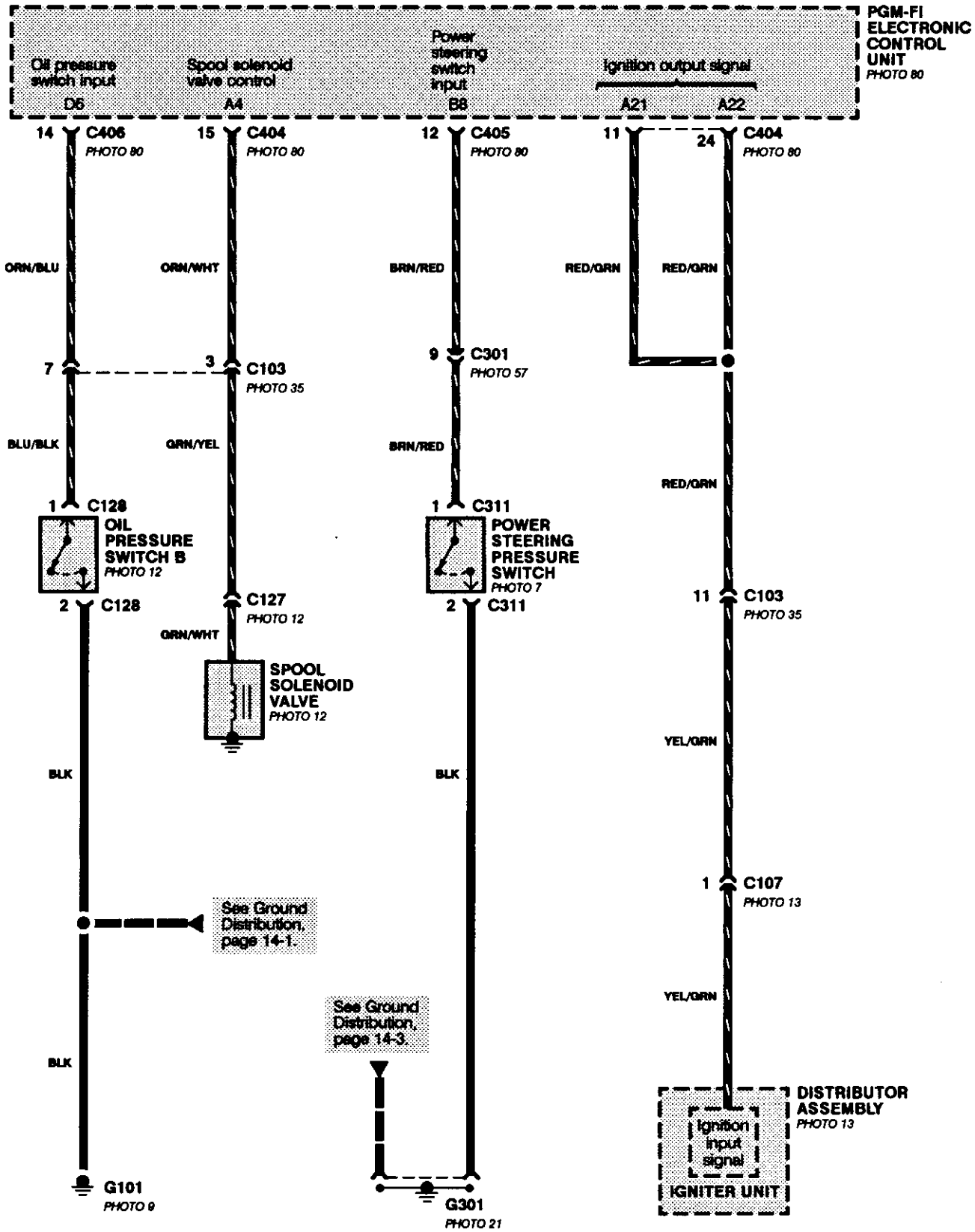



PGM-FI ELECTRONIC CONTROL UNIT
PHOTO 80
MAP sensor input D21
Reference voltage D19
Sensor ground D17
Ground A26
Ground A23
Ground A24
11
10
9
C406
PHOTO 80
26
12
25
C404
PHOTO 80
GRN/BLU
YEL/GRN
WHT
BLK/RED
BLK
BLK
4
6
5
C103
PHOTO 35
GRN/WHT
YEL/GRN
WHT
BLK
See Ground Distribution, page 14-1.
1
C113
MANIFOLD AIR PRESSURE (MAP) SENSOR
PHOTO 2
2
C113
3
C113
3
C102
PHOTO 35
BLK/RED
BLK
BLK/RED
See Ground Distribution, page 14-1.
BLK
BRN/BLK
G101
PHOTO 9

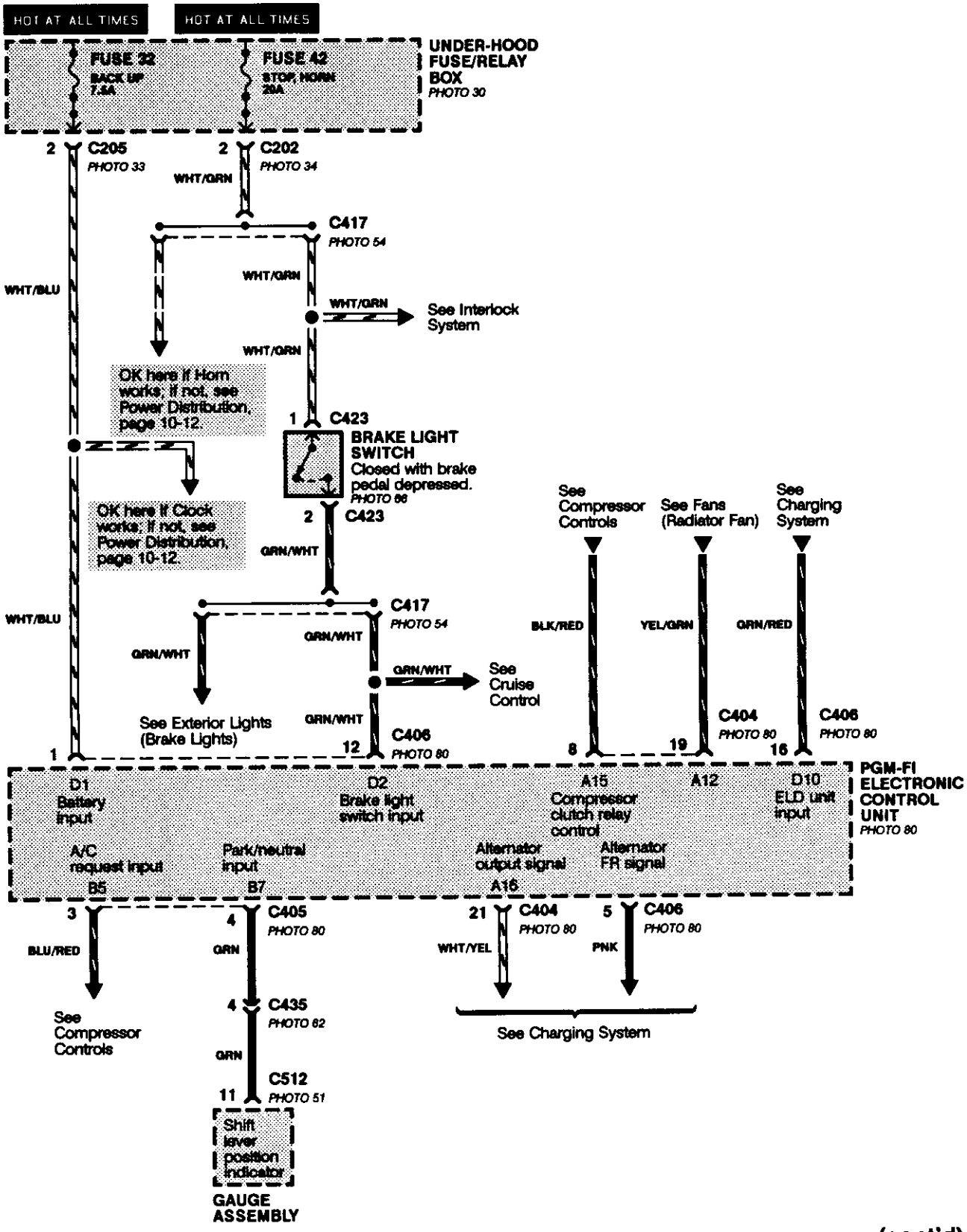
(cont'd)

PGM-FI (VX) (cont'd)

Engine Switches and Sensors



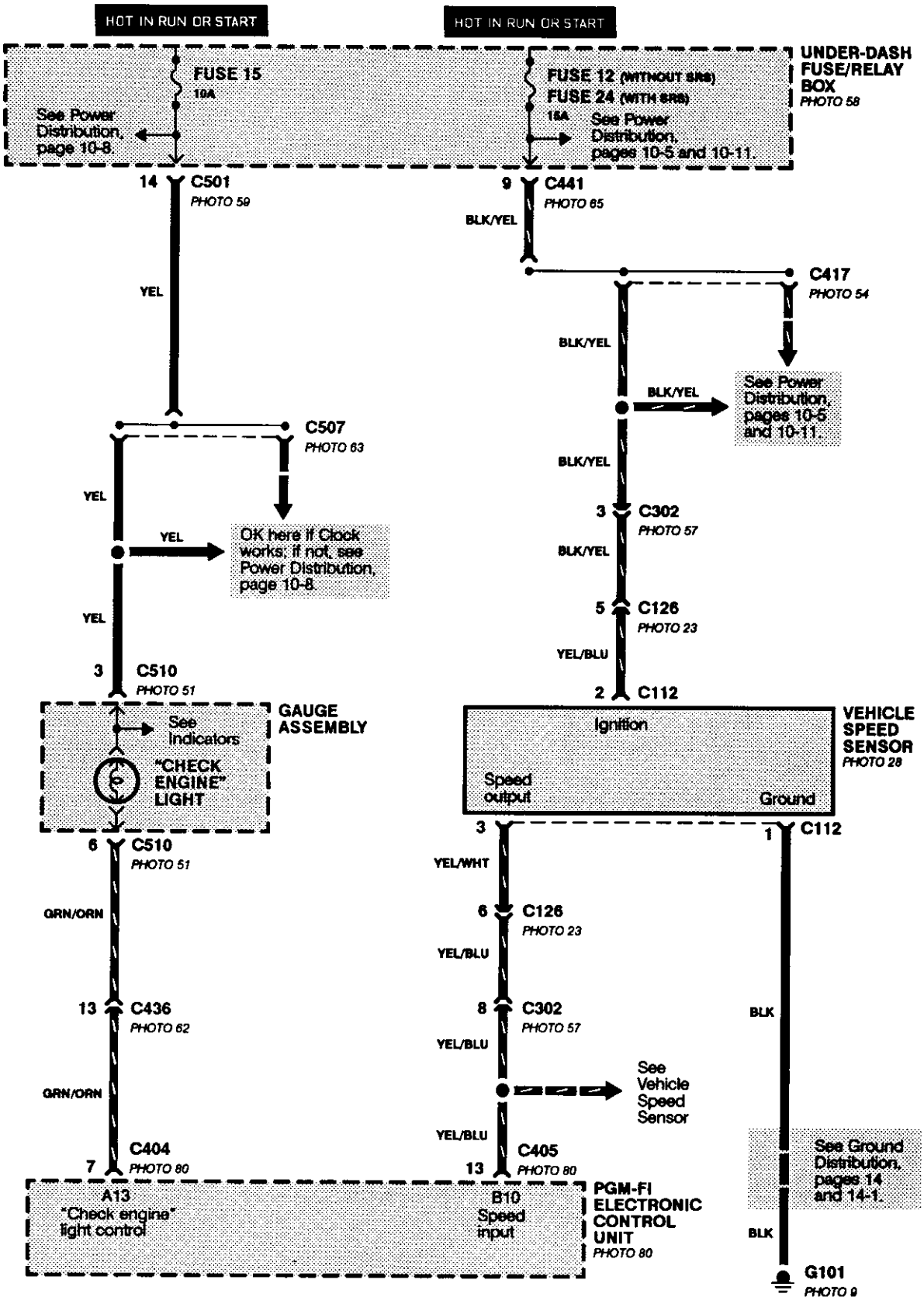
– Power and Brake Light Switch Input



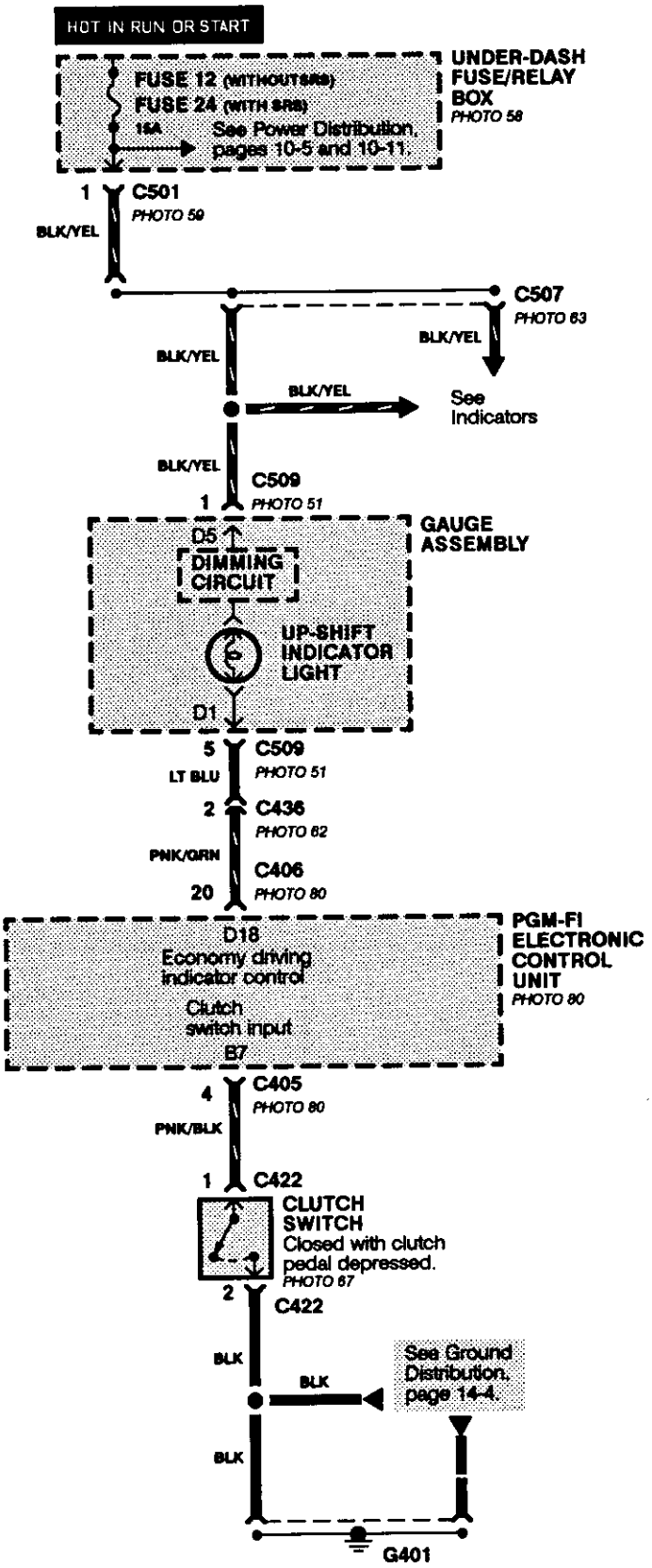
(cont'd)

PGM-FI (VX) (cont'd)

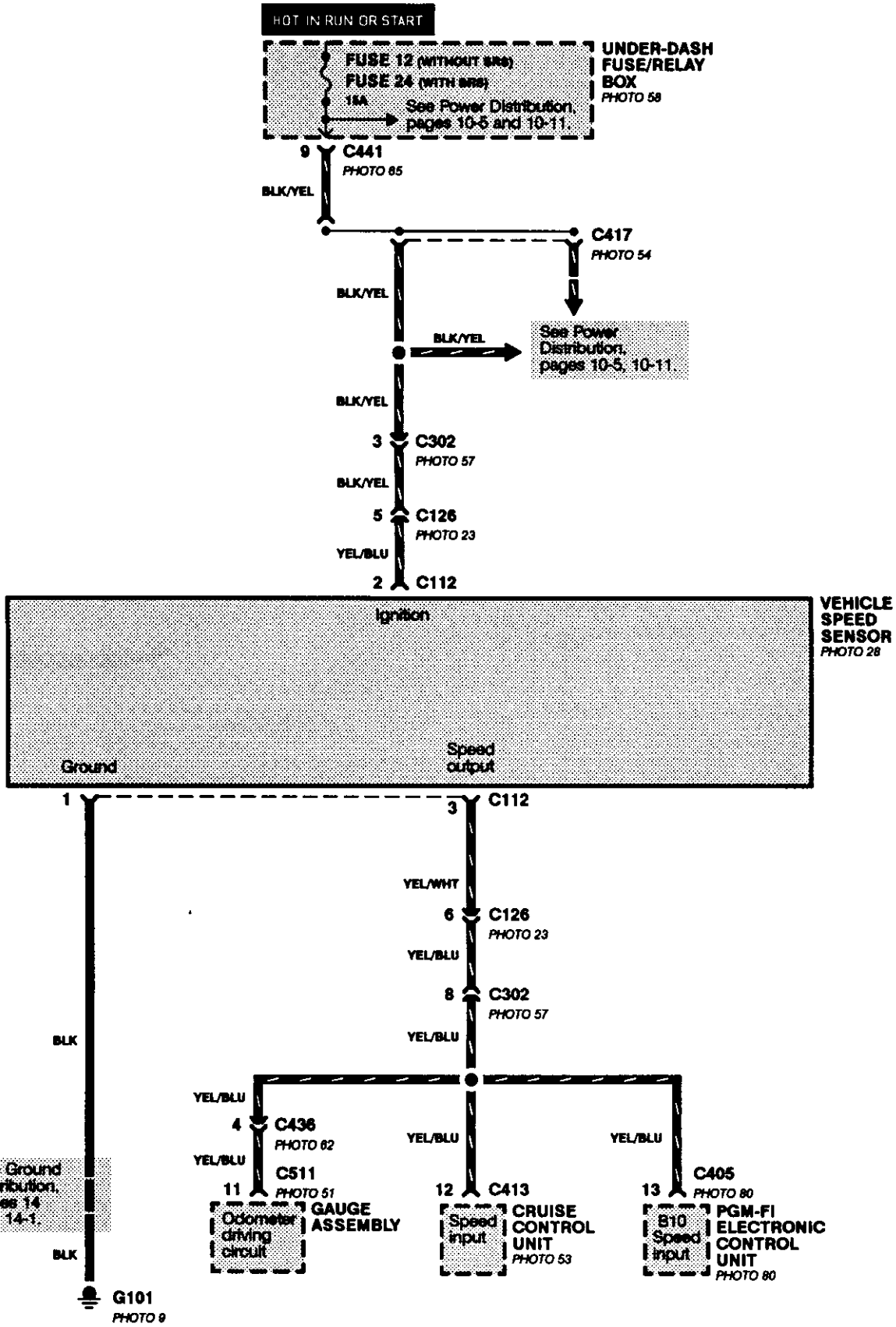
– Check Engine Light and Vehicle Speed Sensor



– Transmission Switches, and Up-Shift Indicator



Vehicle Speed Sensor

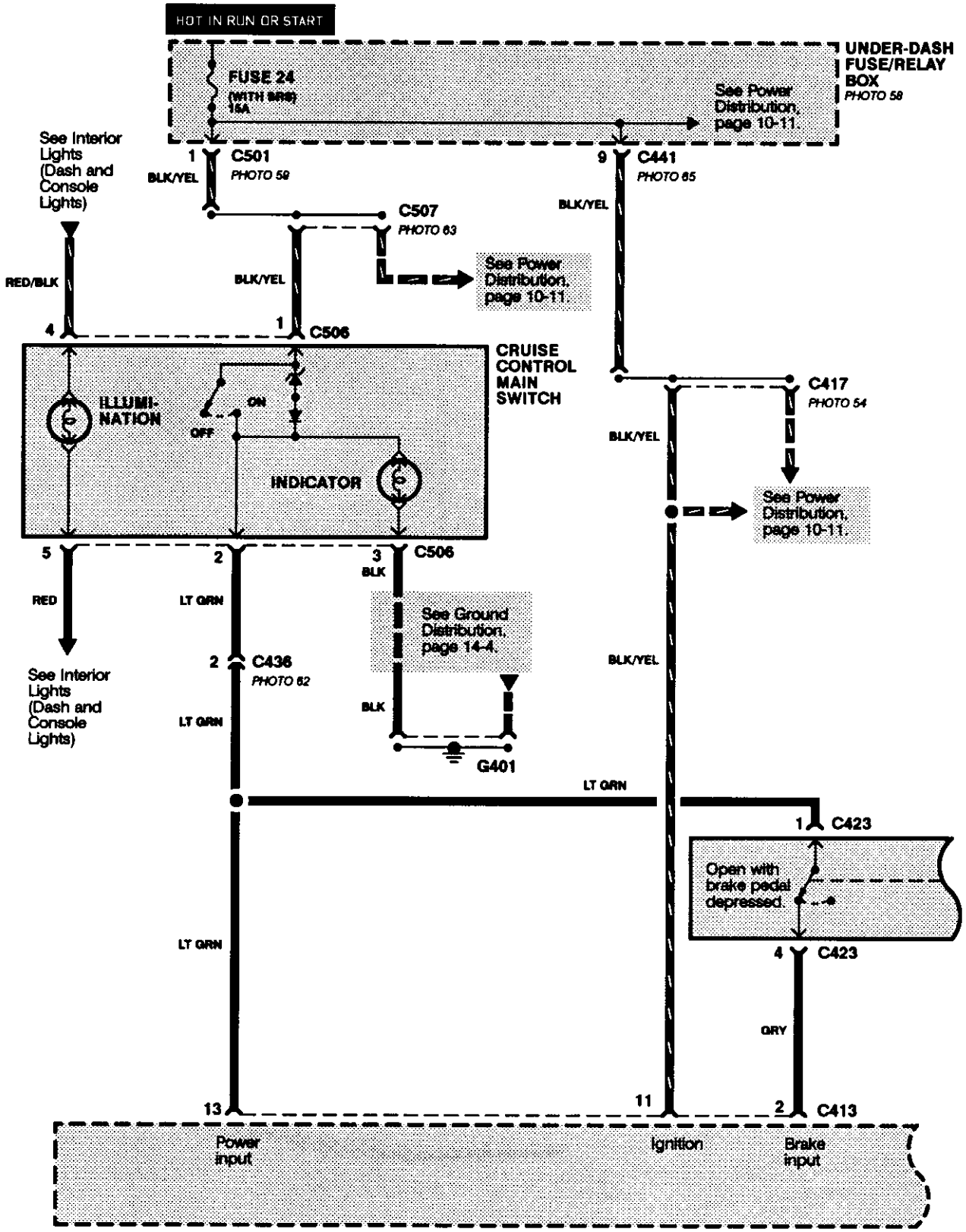


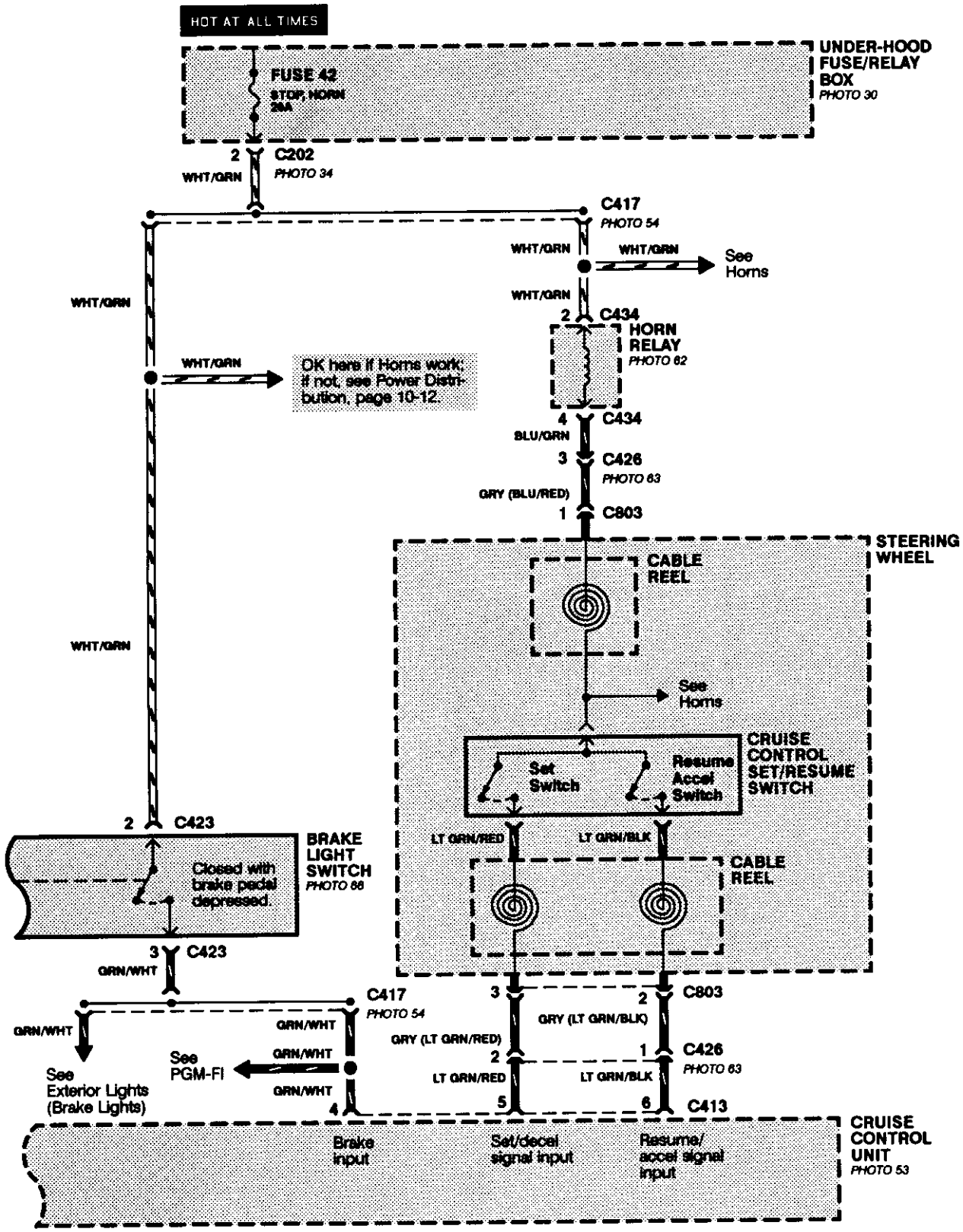
How the Circuit Works

The speed sensor generates a signal that indicates the speed of the vehicle and applies it to the gauge assembly, cruise control unit, automatic transmission control unit, and PGM-FI electronic control unit. The signal is used by each unit to perform the necessary functions required by each circuit.

Cruise Control

– With SRS

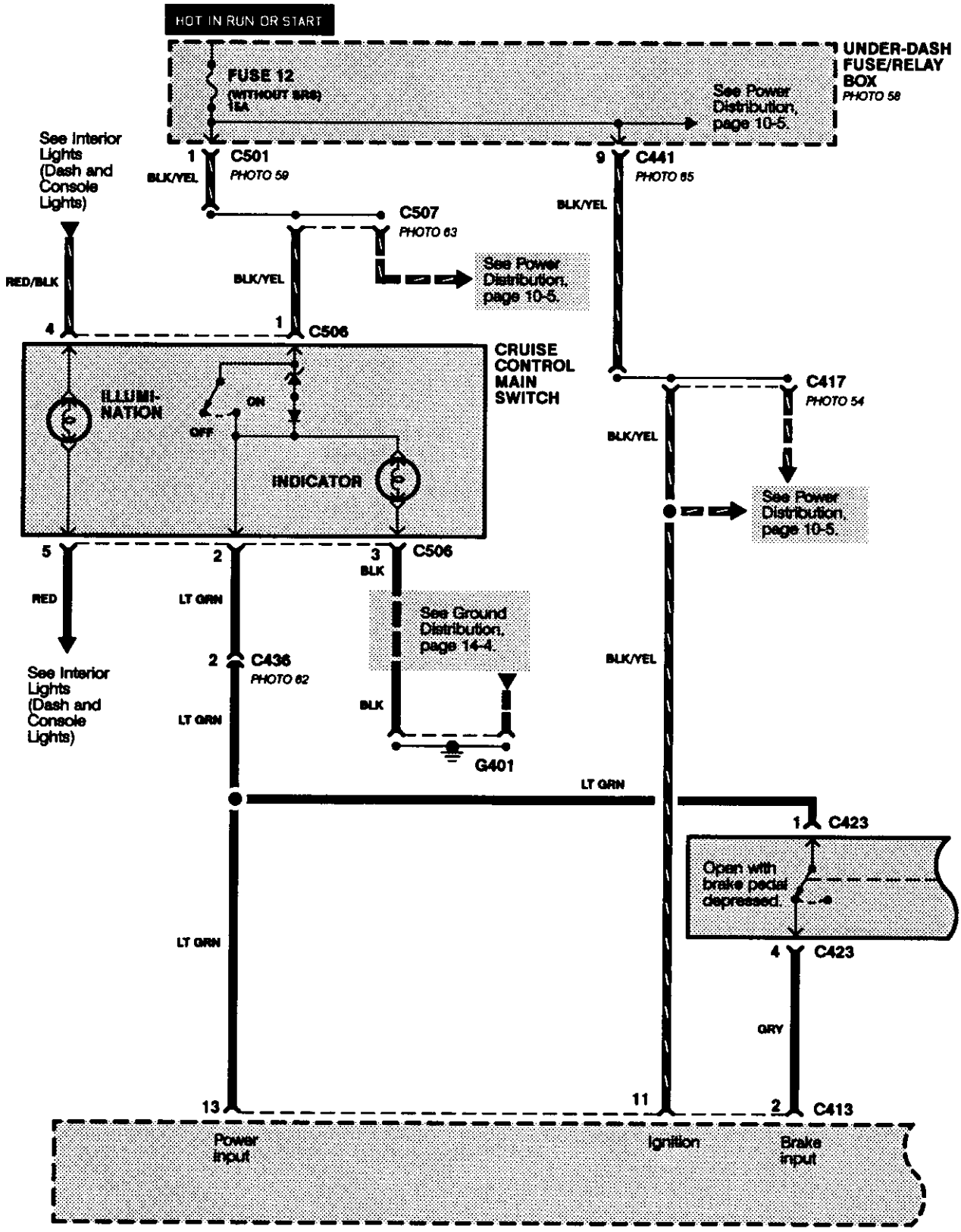


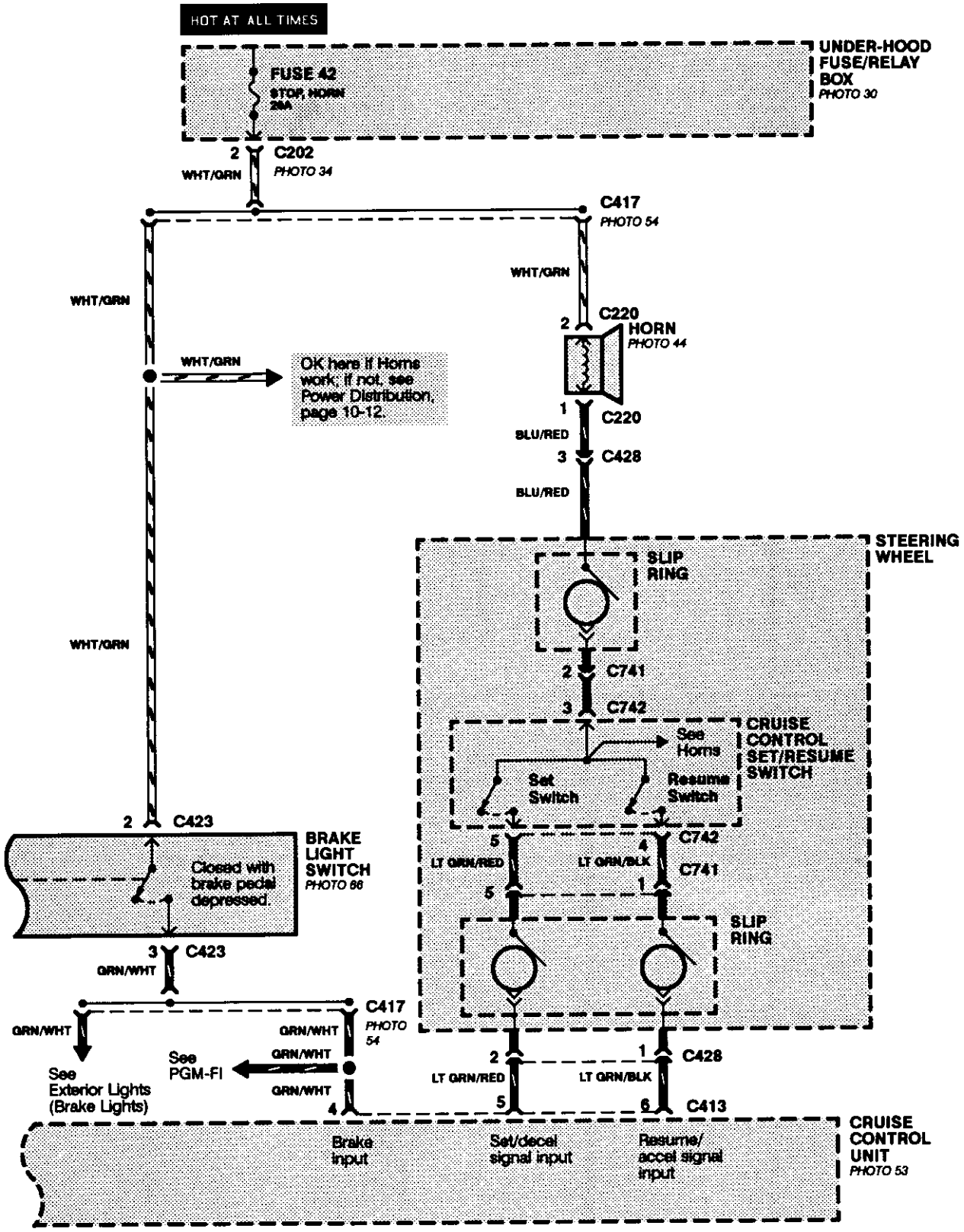


(cont'd on page 34-4)

Cruise Control (cont'd)

– Without SRS

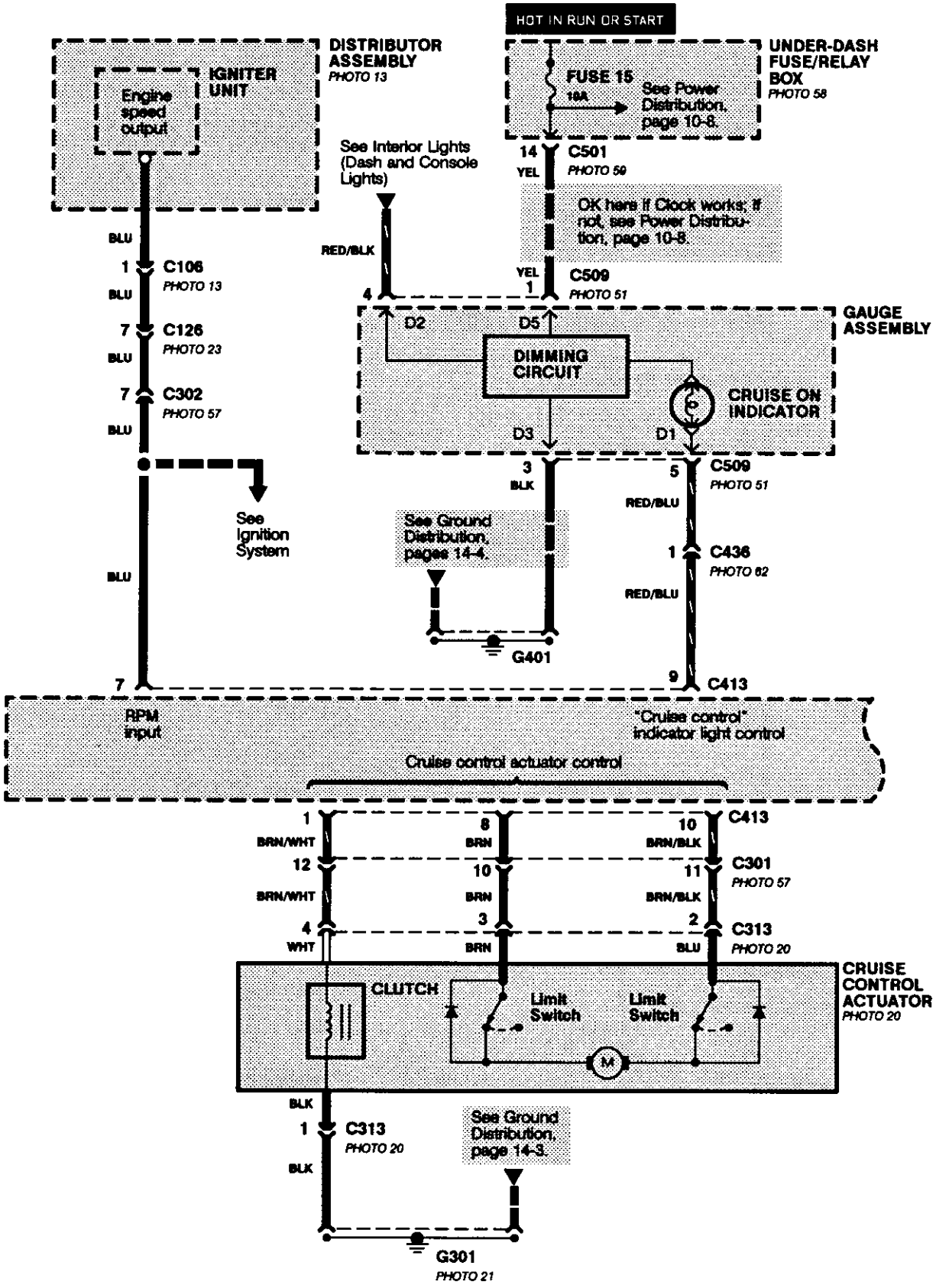


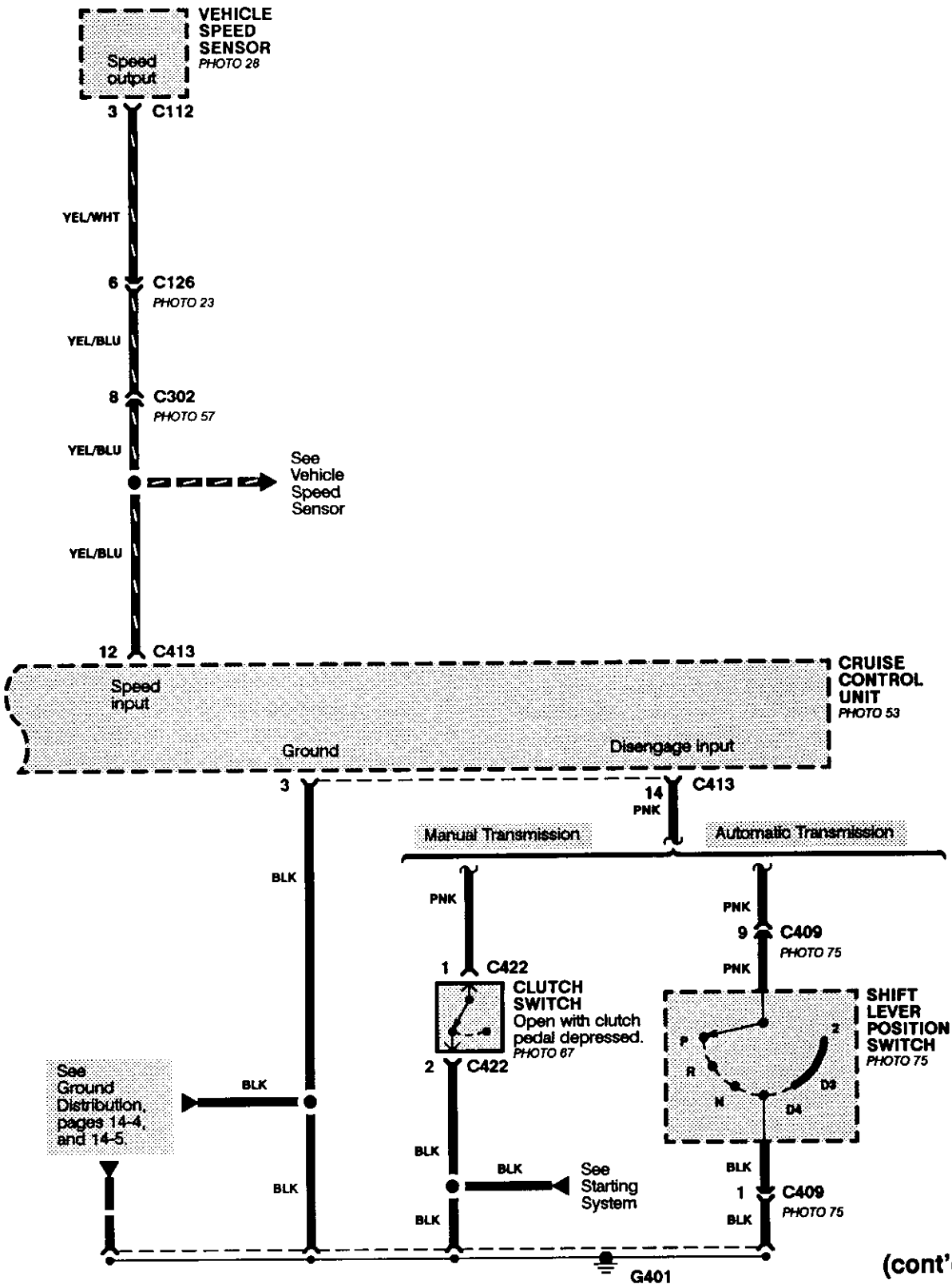


(cont'd on page 34-4)

Cruise Control (cont'd)

– All Models




VEHICLE SPEED SENSOR
PHOTO 28
Speed output
3
C112
YEL/WHT
6
C126
PHOTO 23
YEL/BLU
8
C302
PHOTO 57
YEL/BLU
See Vehicle Speed Sensor
YEL/BLU
12
C413
CRUISE CONTROL UNIT
PHOTO 53
Speed input
Ground
Disengage input
3
14
C413
PNK
Manual Transmission
Automatic Transmission
BLK
PNK
PNK
9
C409
PHOTO 75
PNK
1
C422
CLUTCH SWITCH
Open with clutch pedal depressed.
PHOTO 67
SHIFT LEVER POSITION SWITCH
PHOTO 75
P
R
N
D3
D4
2
C422
See Ground Distribution, pages 14-4, and 14-5.
BLK
BLK
BLK
BLK
BLK
See Starting System
BLK
BLK
1
C409
PHOTO 75
BLK
G401

(cont'd)

Cruise Control (cont'd)

- How the Circuit Works

⚠ WARNING

- **Do not use electrical test equipment on the yellow SRS wires and connectors in the steering column, console, and dashboard. You could unintentionally set off the airbag, which could cause injury to you and others.**
- **While troubleshooting or repairing other systems, be careful not to damage SRS wiring or components. Such damage could make the airbag inoperative, which could lead to the driver's injury or death if the car were in a severe frontal collision.**

The cruise control system uses mechanical and electrical devices to maintain vehicle speed at a setting selected by the driver.

System Description

The cruise control unit receives command signals from the cruise control main switch and the cruise control SET/RESUME switch. With the ignition switch in RUN or START, voltage is provided to the cruise control main switch. When the ON switch is depressed, power is provided to the cruise control unit and the brake switch.

The cruise control unit receives information about operating conditions from the brake switch, the ignition coil, the speed sensor, and the clutch switch (manual transmission) or the shift position sensor (automatic transmission). The cruise control unit then sends signals to the cruise control actuator which regulates the throttle position to maintain the selected speed. The control unit compares the actual speed of the car to the selected speed. The control unit then uses the result of that comparison to open or close the throttle.

The brake switch releases the system's control of the throttle at the instant the driver depresses the brake pedal. The switch sends a signal to the control unit by removing power from the normally closed brake input (GRY wire), and providing power at the normally open brake input (GRN/WHT wire). The control unit responds by allowing the throttle to close. The clutch switch (manual transmission) or the shift lever position switch (automatic transmission) sends a disengage signal to the control unit that also allows the throttle to close.

The cruise control system will set and automatically maintain any speed above 30 mph (45 km/h). To set it, make sure the main switch is ON and the switch indicator is ON. Then, after reaching the desired speed, press the SET switch. The cruise control unit receives a SET signal and, in turn, controls the cruise control actuator to maintain the set speed.

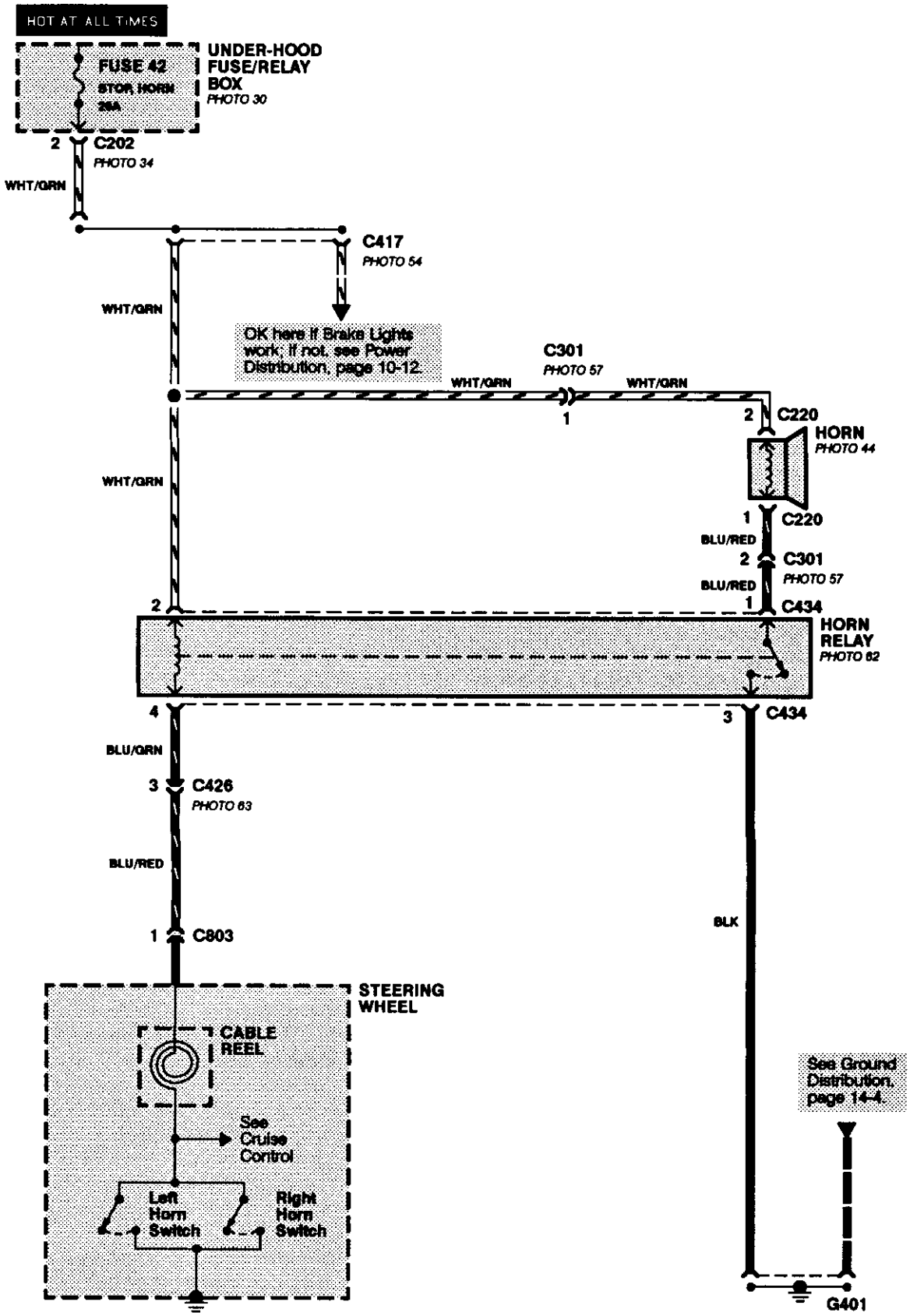
When the SET switch is depressed and the cruise control system is on, the "cruise control" ON indicator lights up.

You can cancel the cruise control system by turning the main switch off. This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, clutch switch, or gear selector switch, and vehicle speed is still above 30 mph, press the RESUME switch. With the RESUME switch depressed and the set memory retained, the car will automatically return to the previously set speed.

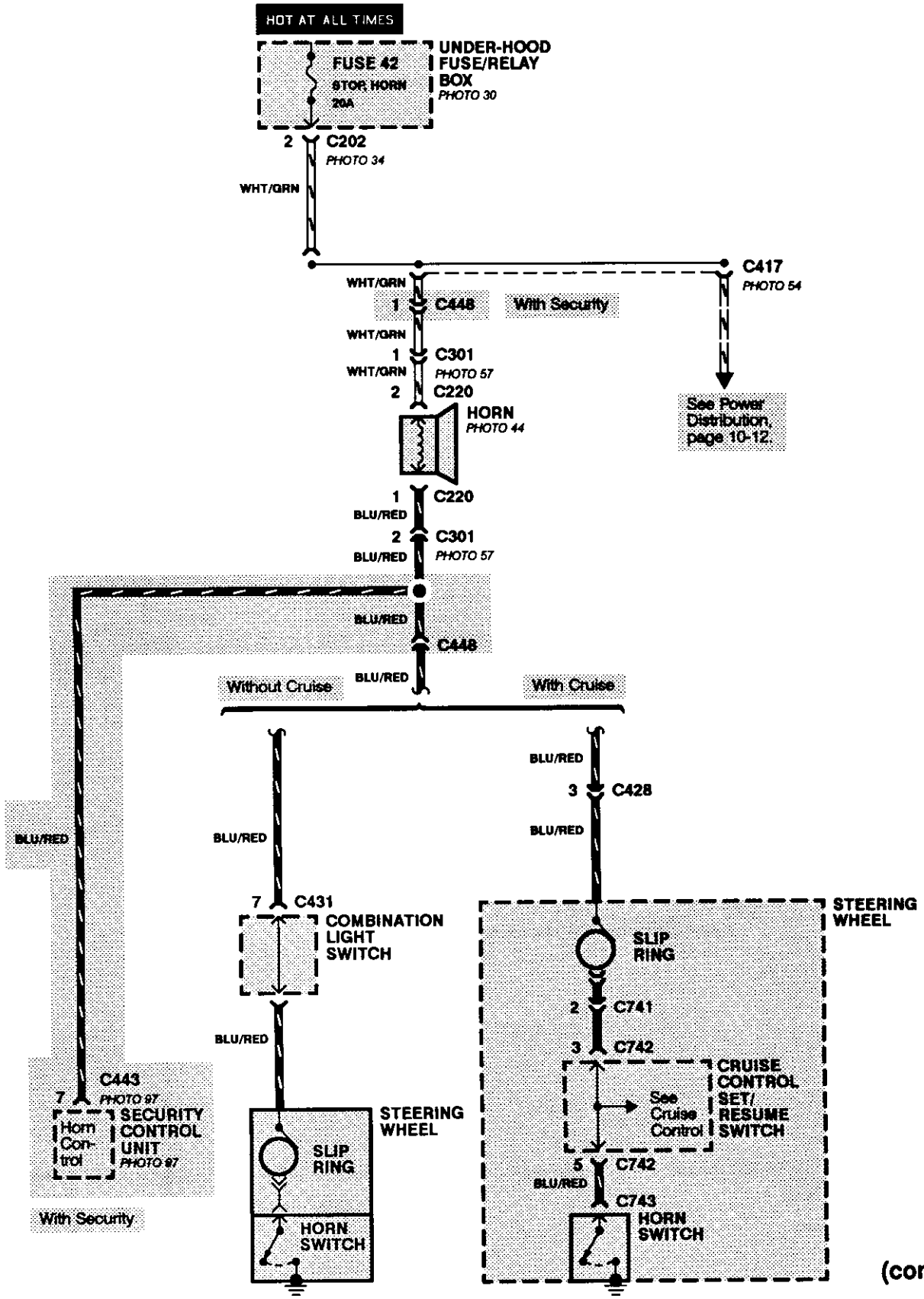
For gradual acceleration without depressing the accelerator pedal, push the RESUME switch down and hold it there until the desired speed is reached. This will send an acceleration signal to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow the car down, depress the SET switch. This sends a deceleration signal to the control unit causing the car to coast. When the desired speed is reached, release the SET switch. This reprograms the system for the new speed.

Horns

– With SRS (Without Security System)



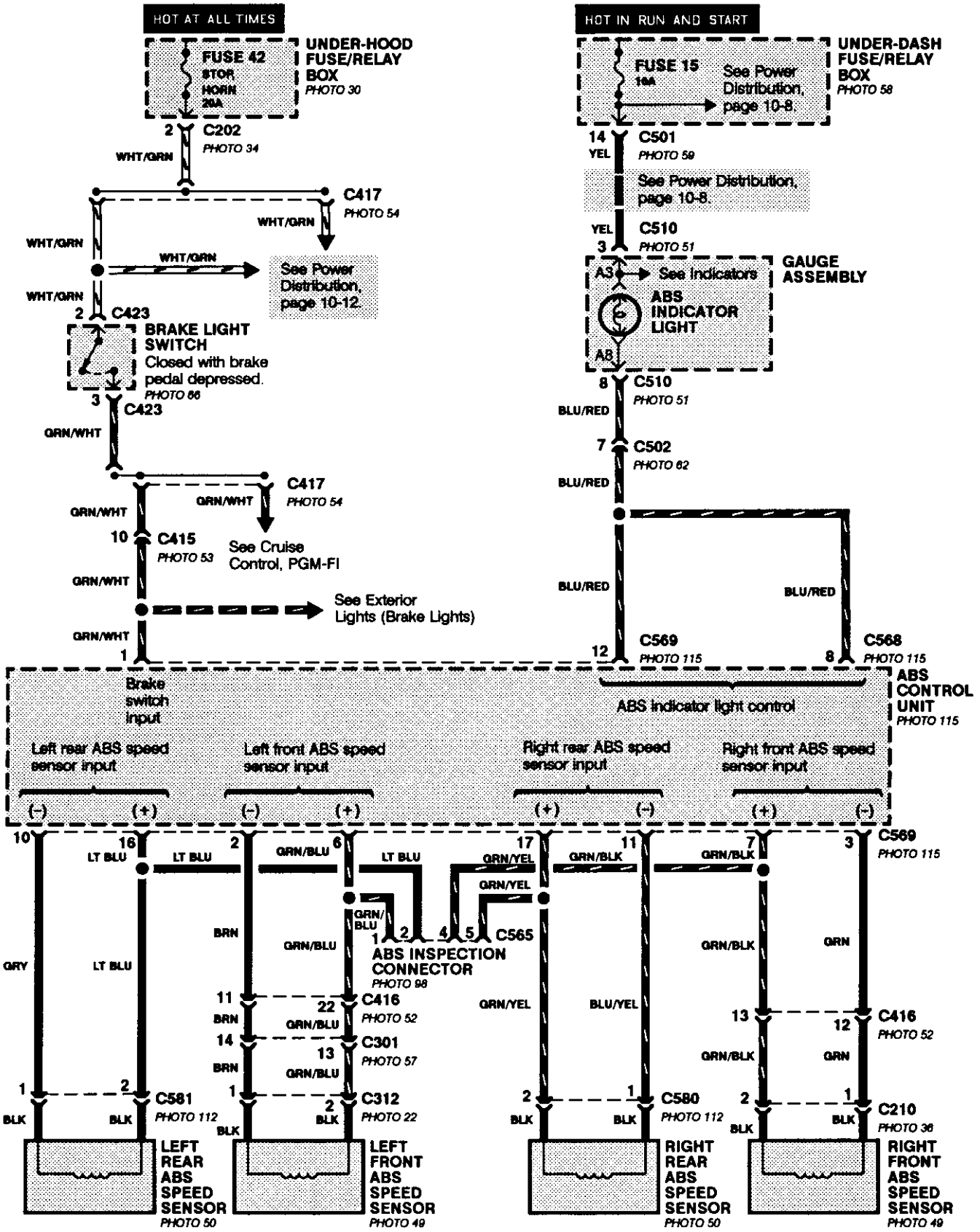
– Without SRS



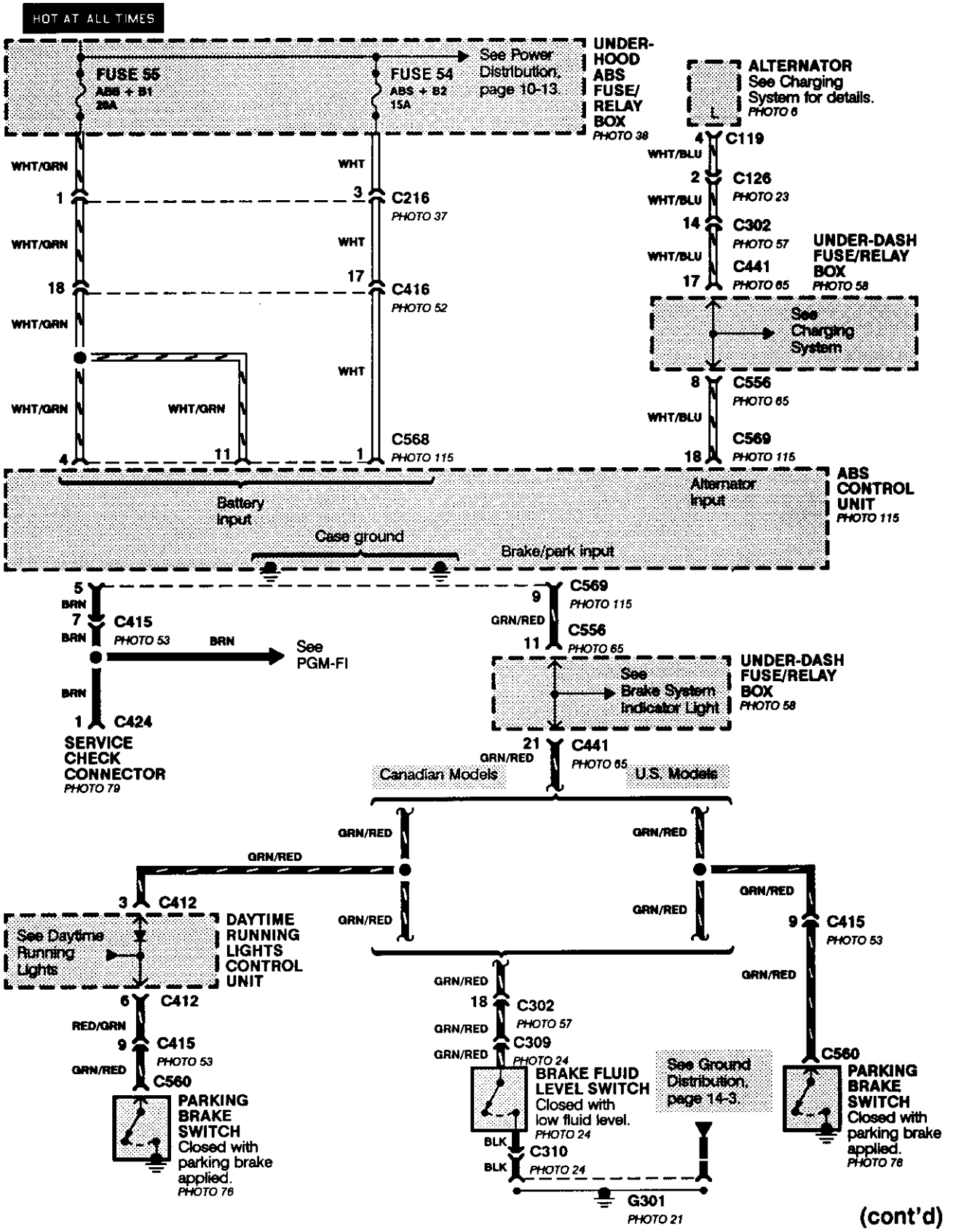
(cont'd)

Anti-lock Brake System (ABS)

– Brake Switch Input, Indicator, and Wheel Speed Sensors



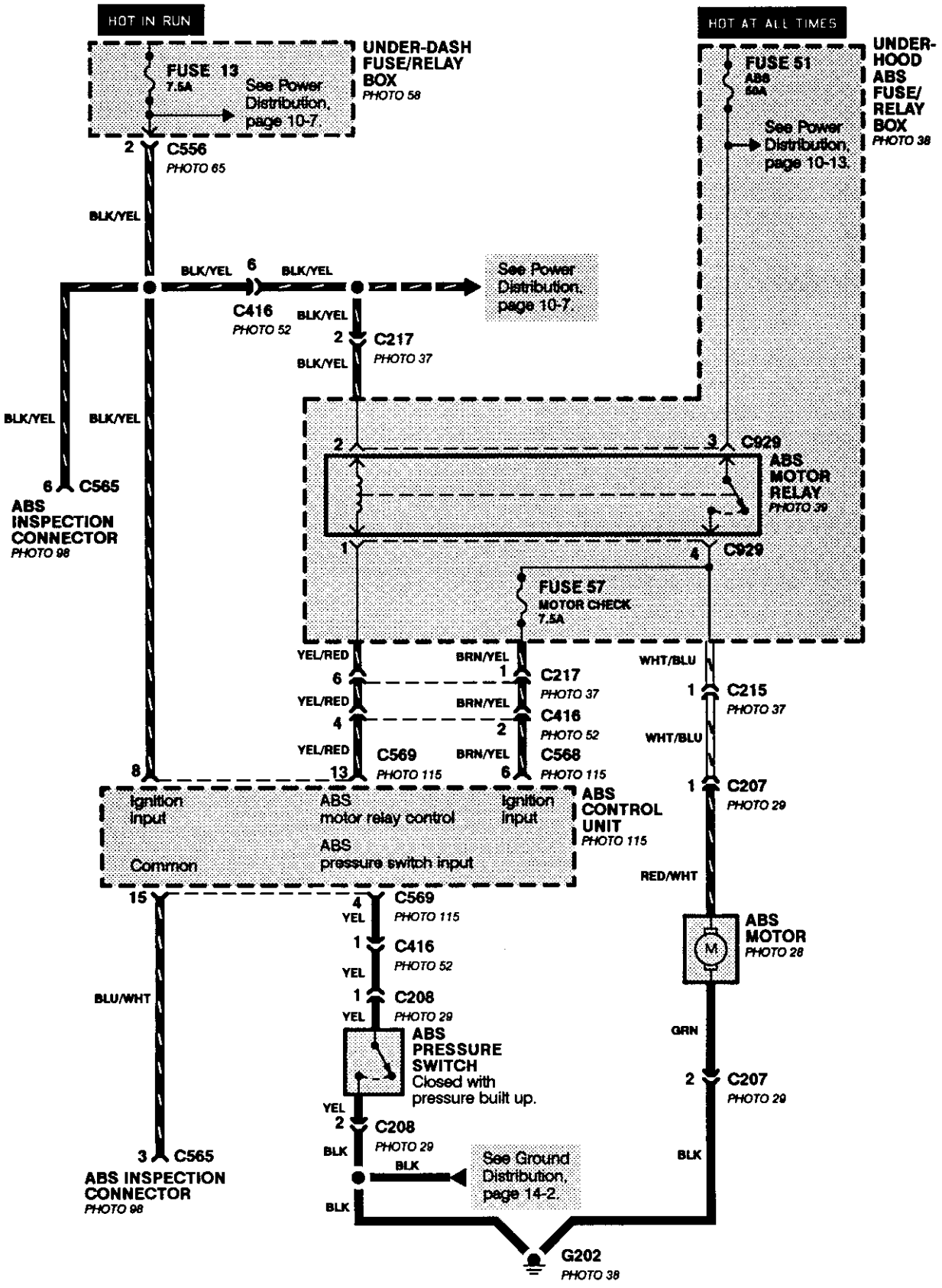
– Power and Parking Brake Input



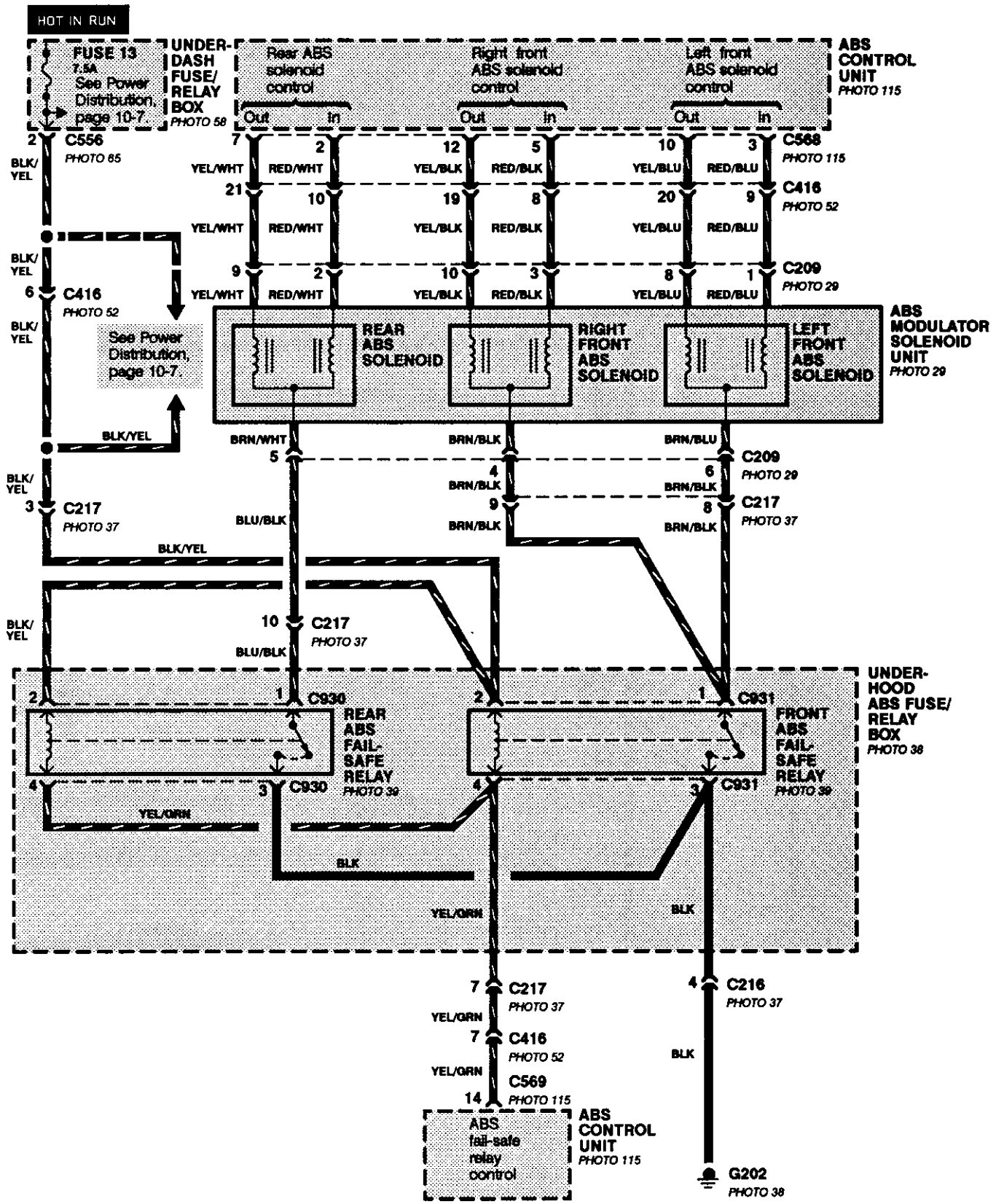
(cont'd)

Anti-lock Brake System (ABS) (cont'd)

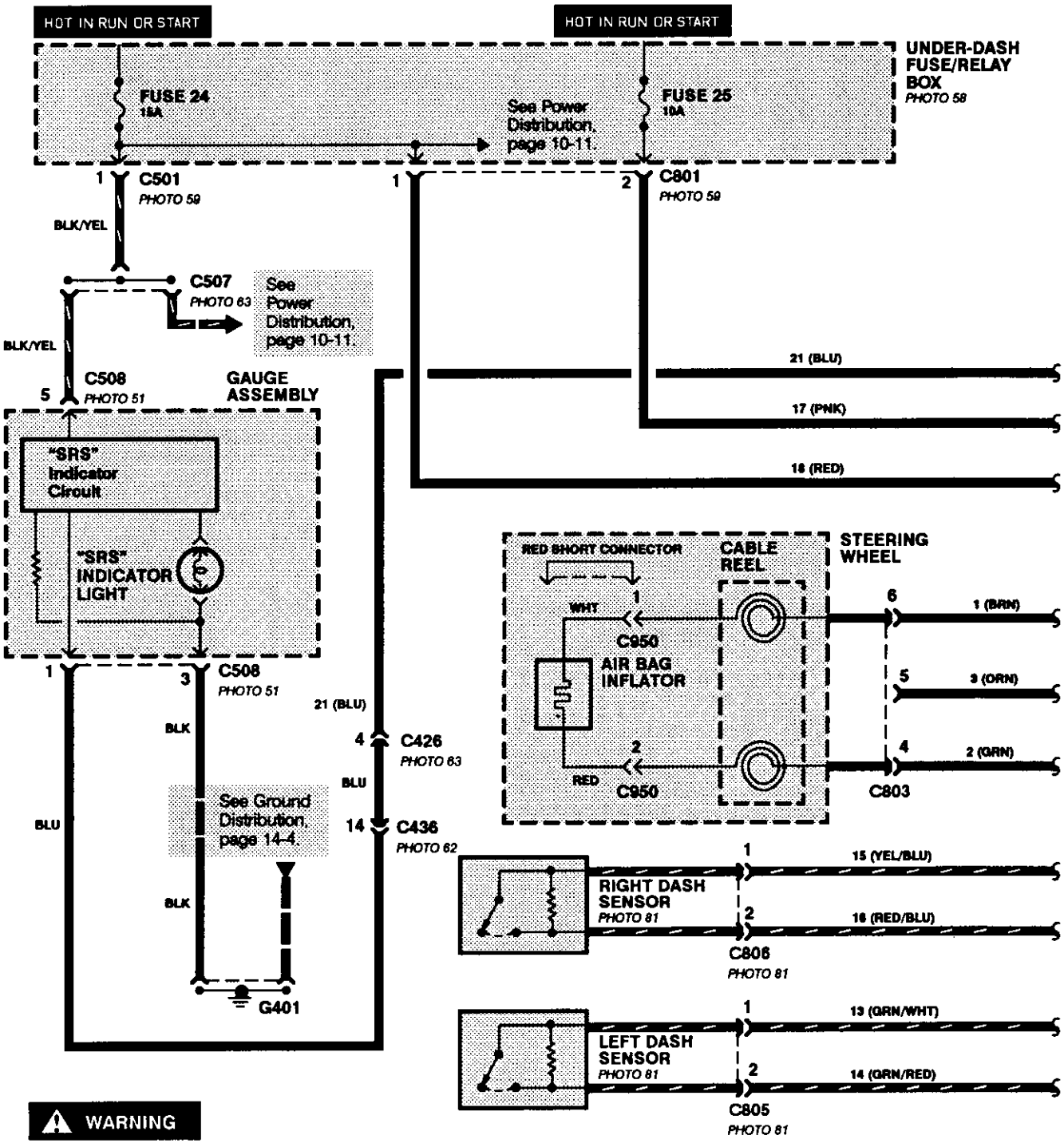
– Motor and Pressure Switch



Fail-Safe Relays and Modulator Unit



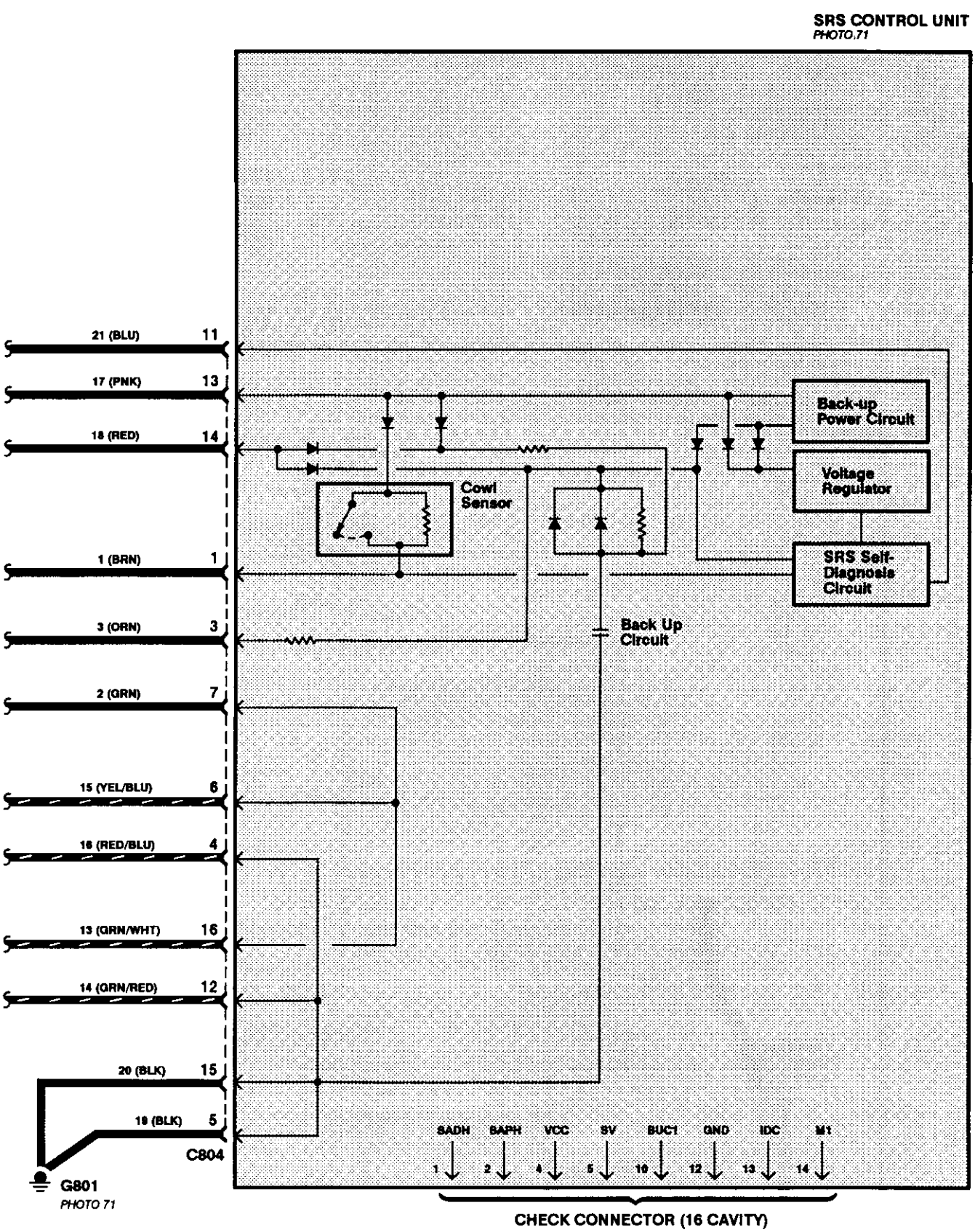
Supplemental Restraint System (SRS)



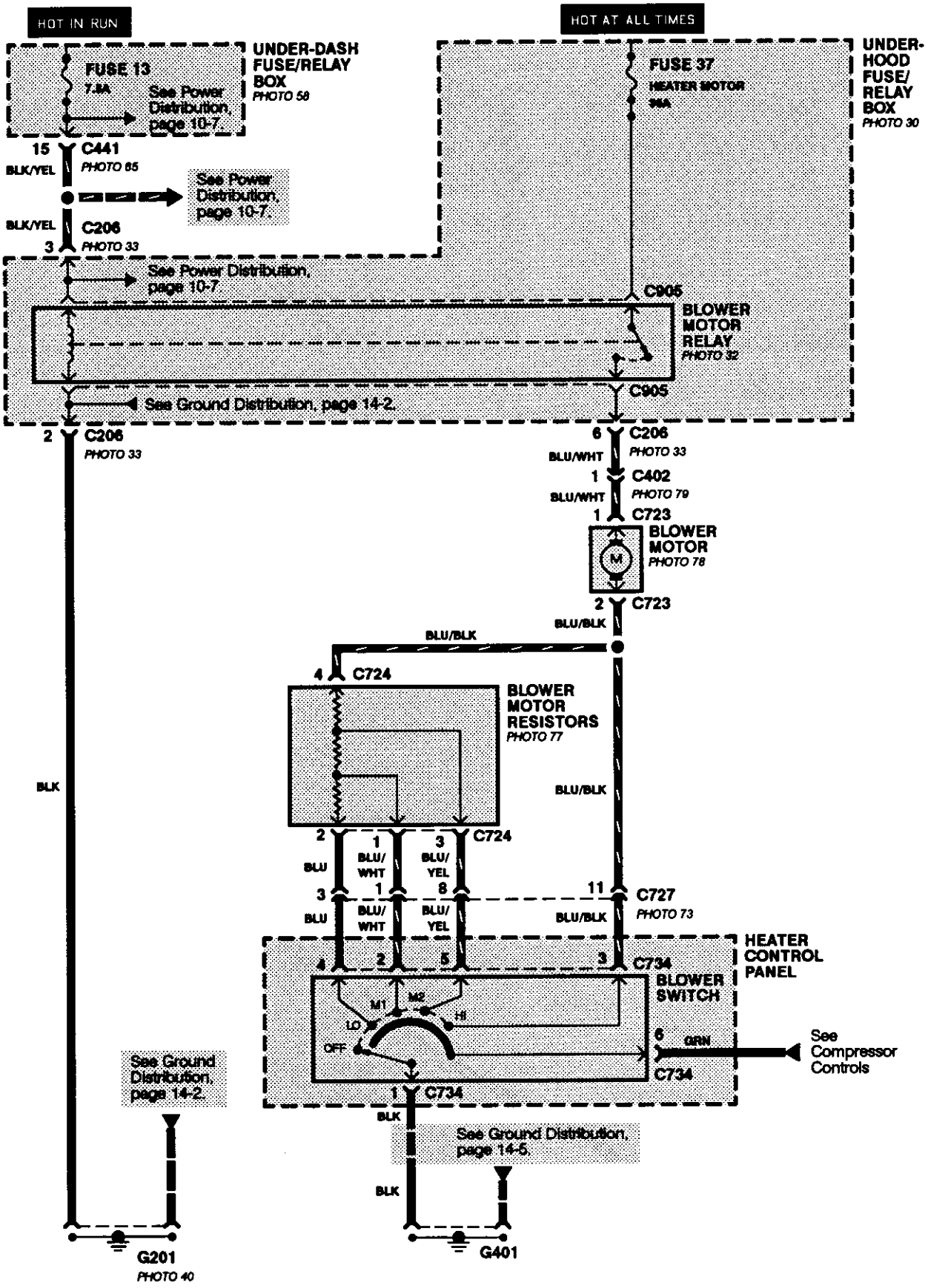
⚠ WARNING

- Do not use test equipment on the yellow SRS wires and connectors in the steering column, console, and dashboard. You could unintentionally set off the airbag, which could cause injury to you and others.
- Follow the precautions and procedures in the Service Manual. Improper SRS testing or repair could cause:
  - unintentional activation of the airbag, resulting in personal injury.
  - an inoperative airbag, resulting in driver's injury or death in a severe frontal collision.

NOTE: Depending on the date of production, the yellow SRS wire harness may use numbered GRY wires or colored circuit identification. Both choices are shown on this circuit schematic.


SRS CONTROL UNIT
PHOTO,71
21 (BLU) 11
17 (PNK) 13
18 (RED) 14
1 (BRN) 1
3 (ORN) 3
2 (GRN) 7
15 (YEL/BLU) 6
16 (RED/BLU) 4
13 (GRN/WHT) 16
14 (GRN/RED) 12
20 (BLK) 15
19 (BLK) 5
C804
G801
PHOTO 71
Cowl Sensor
Back-up Power Circuit
Voltage Regulator
SRS Self-Diagnosis Circuit
Back Up Circuit
SADH SAPH VCC 5V BUC1 GND IDC M1
1 2 4 5 10 12 13 14
CHECK CONNECTOR (16 CAVITY)

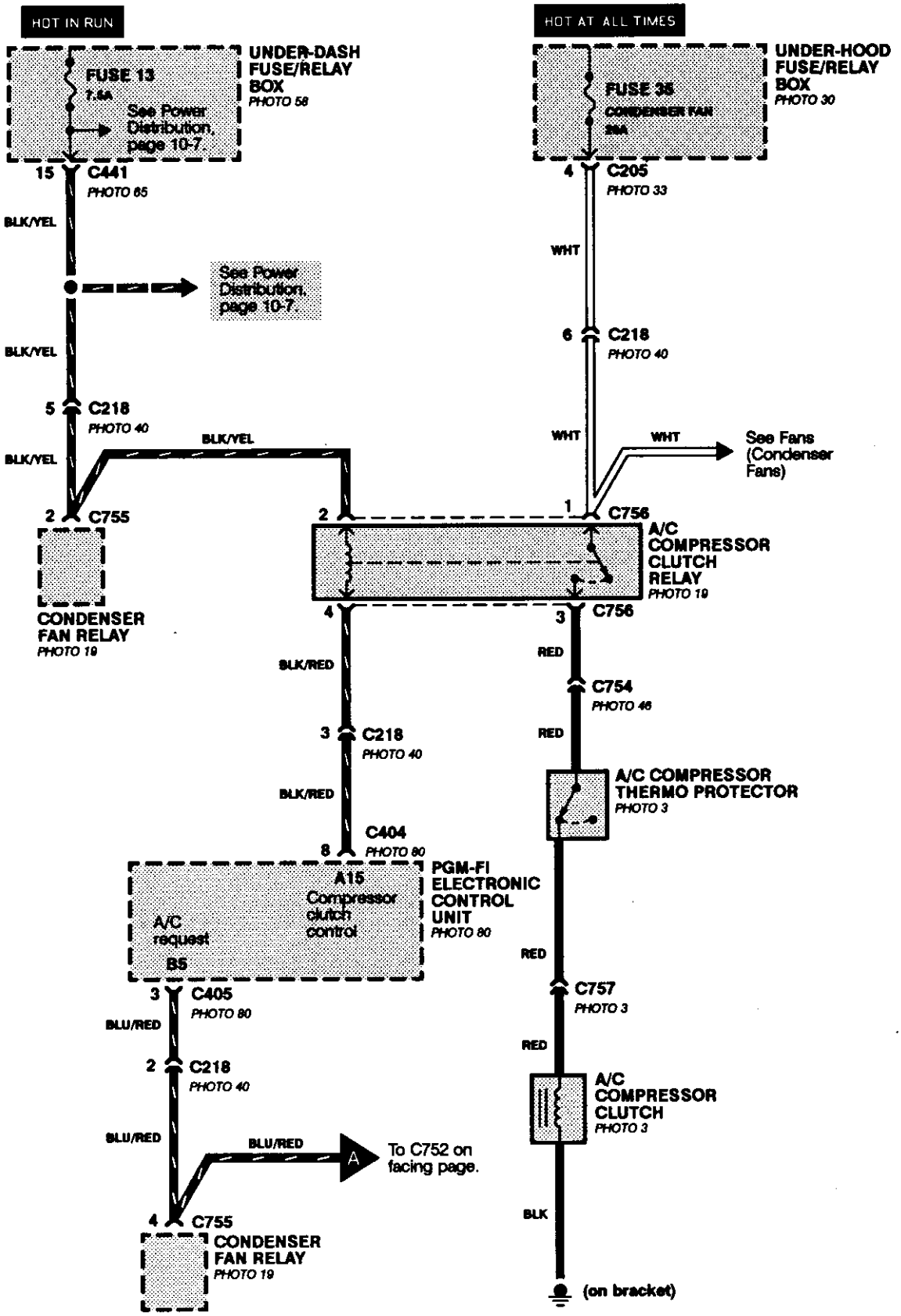
Blower Controls

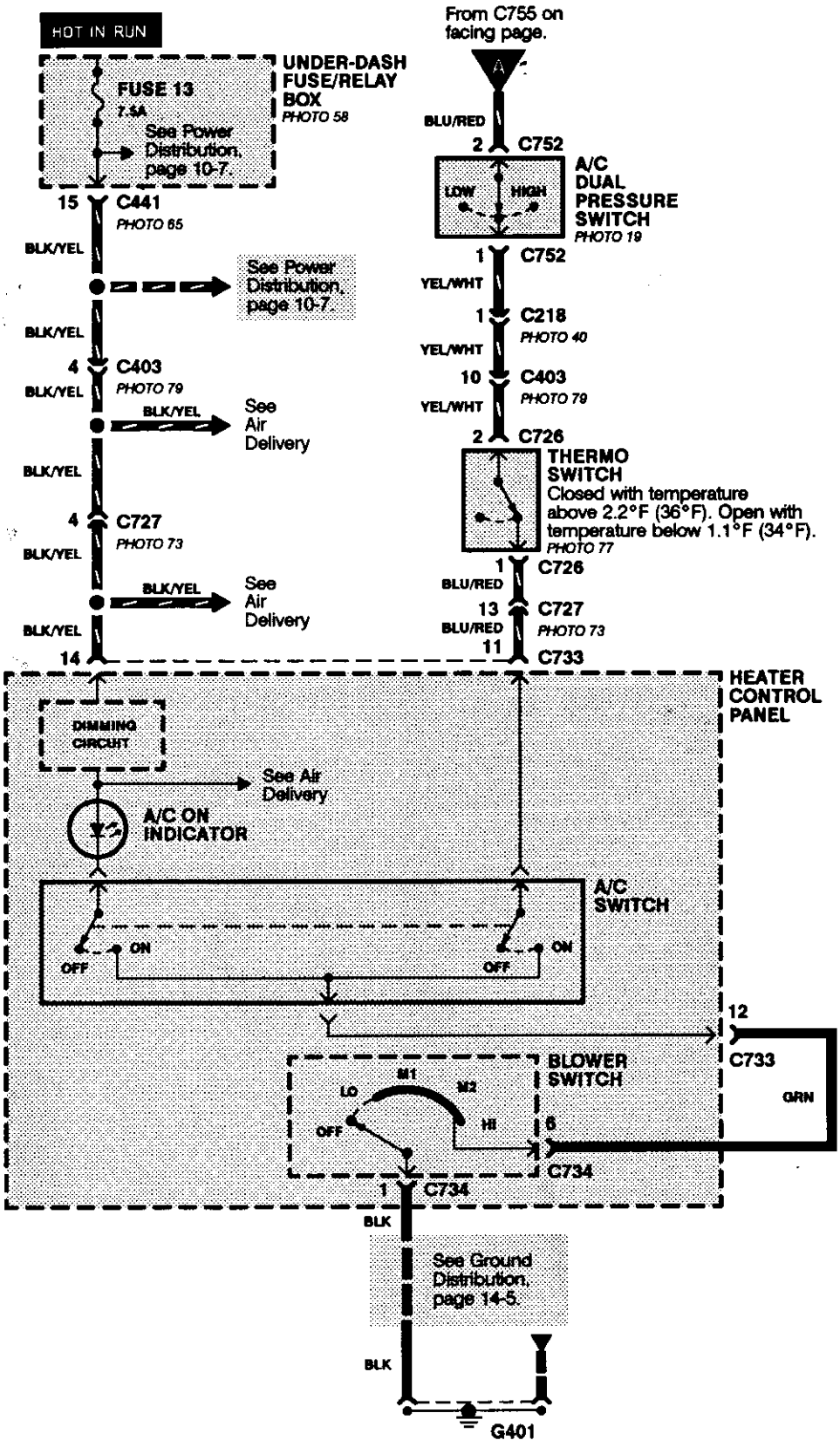


How the Circuit Works

Battery voltage is supplied through fuse 37 to the blower motor relay contacts at all times. With the ignition switch in RUN, voltage is applied to the coil of the blower motor relay through fuse 13 and the relay energizes, providing power to the blower motor. The blower motor ground path is completed when the blower switch is turned to positions LO, M1, or M2. The ground path includes one or more of the blower resistors. As the switch is moved from LO through M2, resistors are bypassed. Decreasing the resistance will increase the voltage across the blower motor. This increases the blower motor speed. When the blower switch is moved to the HI position, all of the resistors are bypassed and the blower motor runs at full speed.

Compressor Controls




HOT IN RUN
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
FUSE 13
7.5A
See Power Distribution, page 10-7.
15
C441
PHOTO 65
BLK/YEL
See Power Distribution, page 10-7.
4
C403
PHOTO 79
See Air Delivery
4
C727
PHOTO 73
See Air Delivery
14
From C755 on facing page.
BLU/RED
2
C752
A/C DUAL PRESSURE SWITCH
PHOTO 19
LOW
HIGH
1
C752
YEL/WHT
1
C218
PHOTO 40
10
C403
PHOTO 79
2
C726
THERMO SWITCH
Closed with temperature above 2.2°F (36°F). Open with temperature below 1.1°F (34°F).
PHOTO 77
1
C726
13
C727
PHOTO 73
11
C733
HEATER CONTROL PANEL
DIMMING CIRCUIT
See Air Delivery
A/C ON INDICATOR
A/C SWITCH
OFF
ON
12
C733
GRN
BLOWER SWITCH
LO
M1
M2
HI
OFF
5
C734
1
C734
BLK
See Ground Distribution, page 14-5.
G401

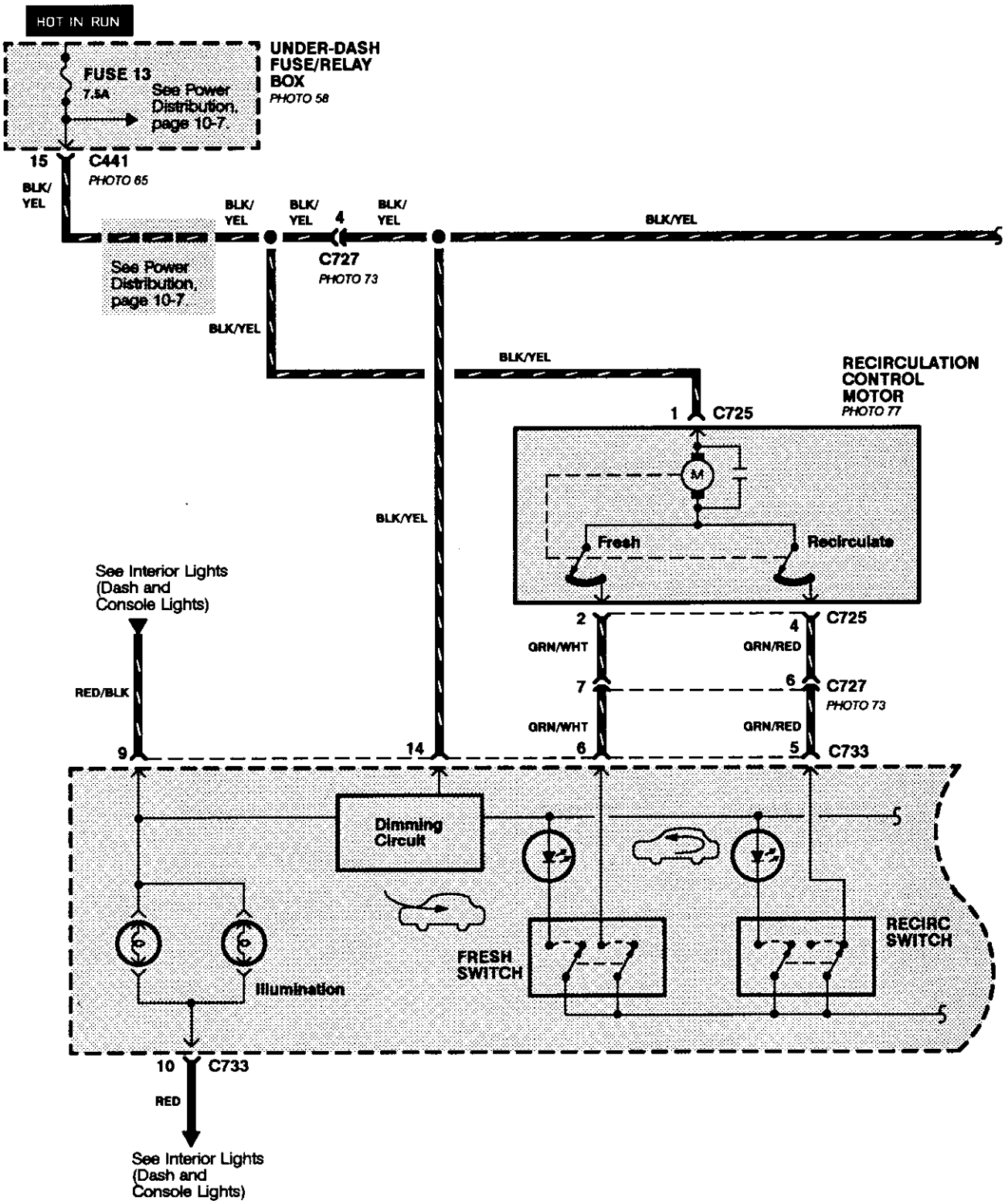
(cont'd)

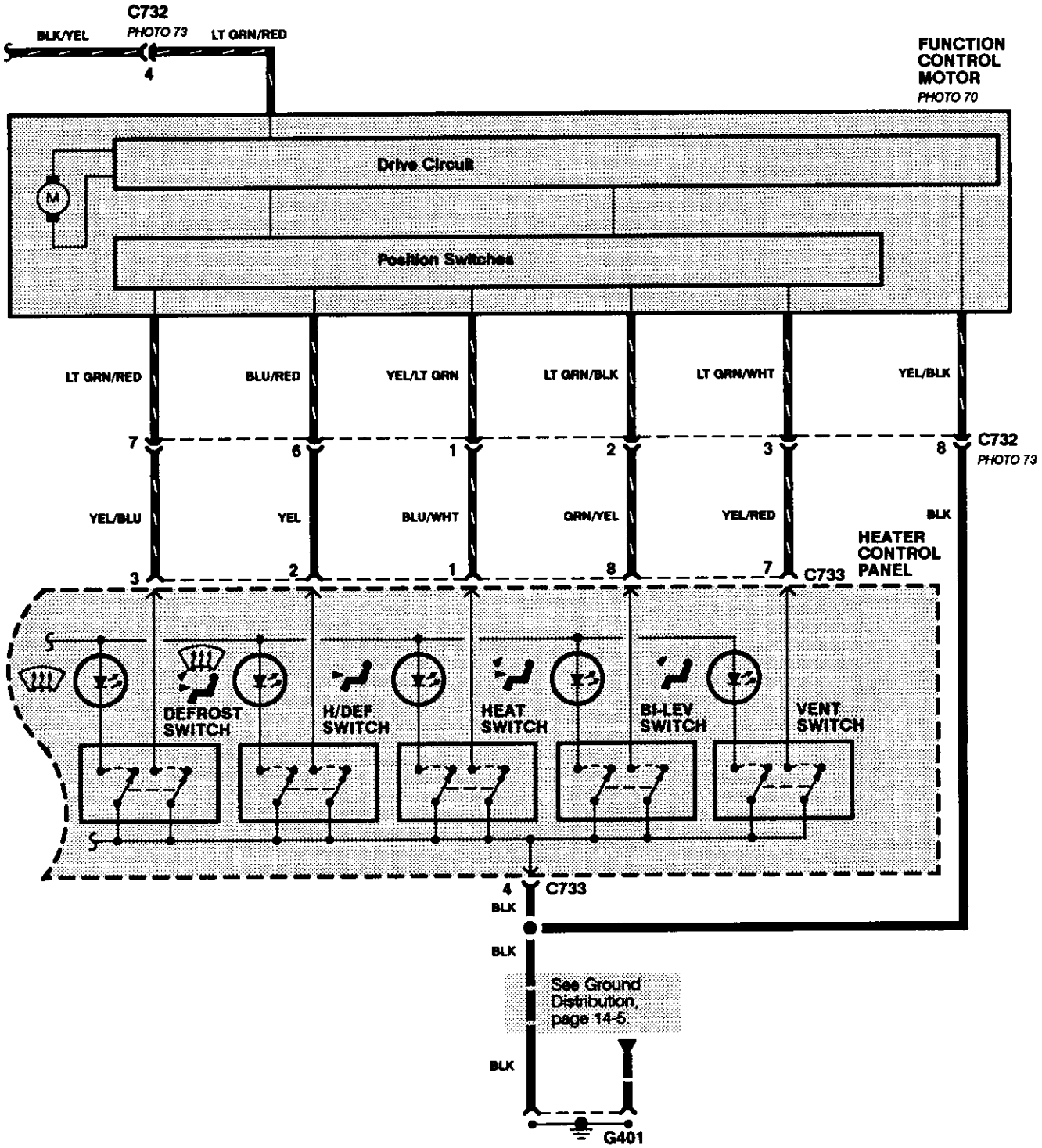
Compressor Controls (cont'd)

- How the Circuit Works

Voltage is provided at all times to the A/C compressor clutch relay contacts through fuse 35. With the ignition switch in RUN, voltage is provided to the coil of the relay through fuse 13. When the A/C switch is turned on and the blower switch is in position LO, M1, M2, or HI, a ground signal is provided to the PGM-FI electronic control unit through the thermo switch and A/C pressure switch. These switches open if certain temperature and pressure conditions are not met. If these conditions are met, the PGM-FI electronic control unit provides a ground to the A/C compressor clutch relay coil. The relay energizes and the clutch engages.

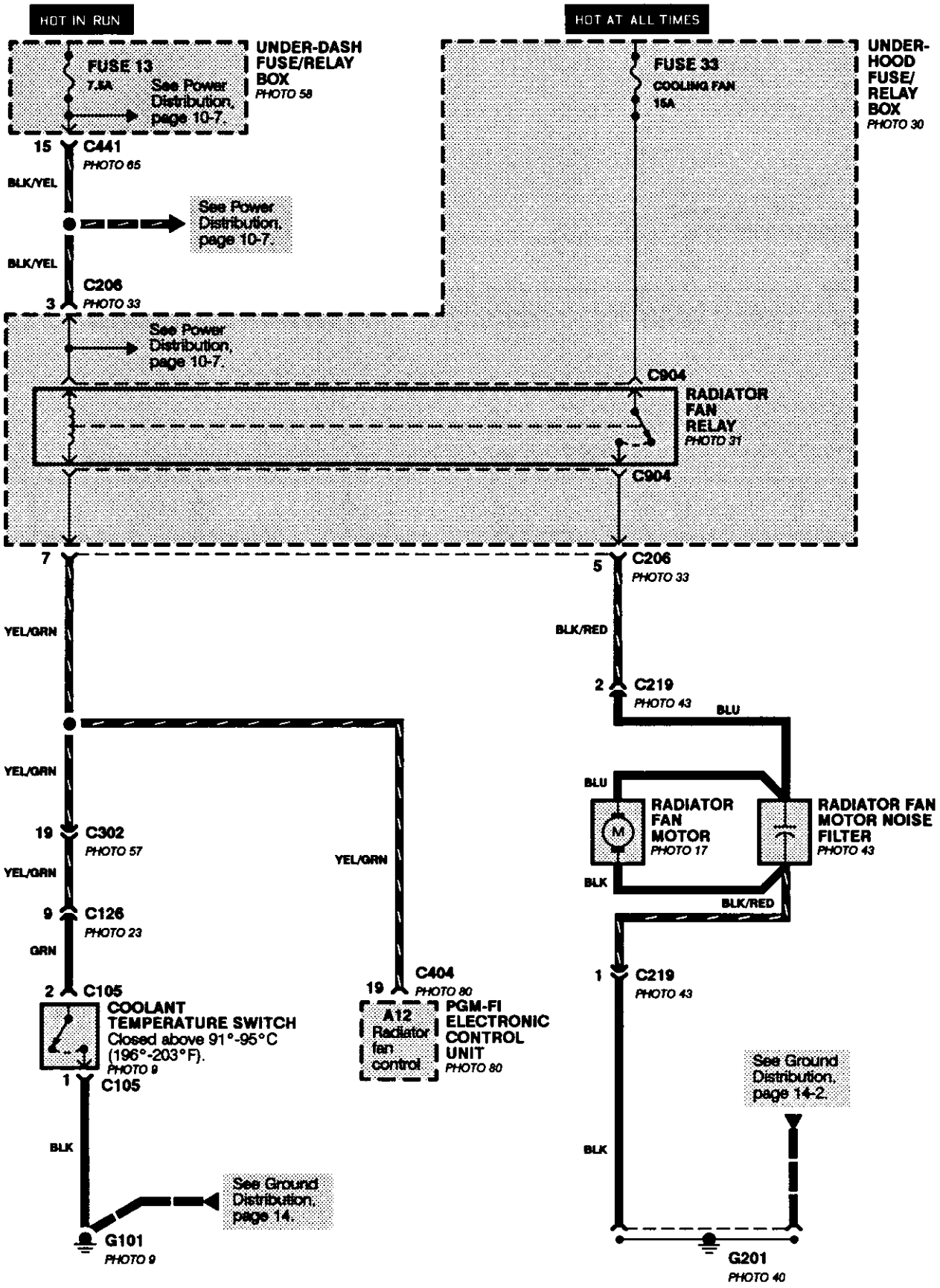
Air Delivery



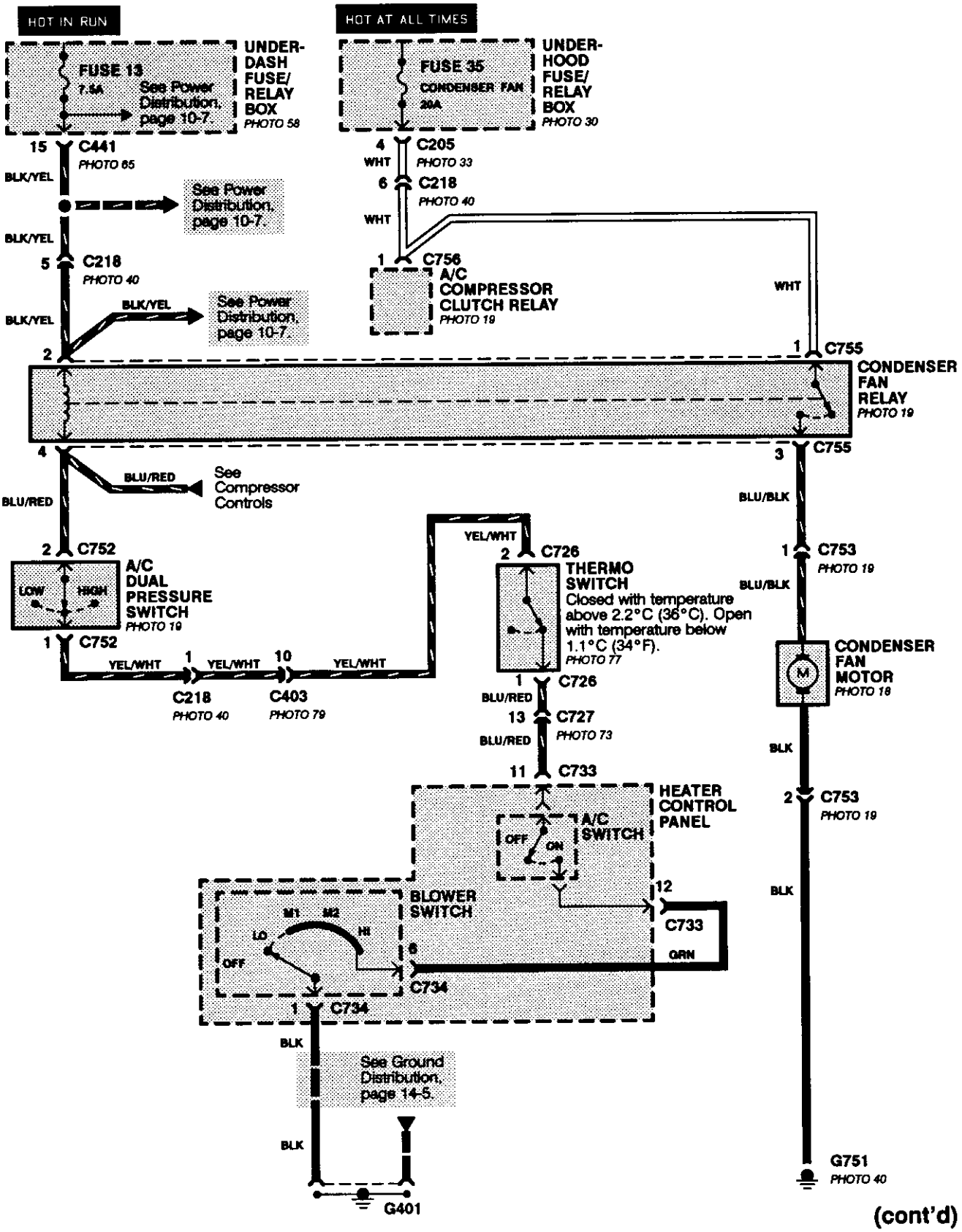

C732
PHOTO 73
BLK/YEL
LT GRN/RED
4
FUNCTION CONTROL MOTOR
PHOTO 70
Drive Circuit
Position Switches
LT GRN/RED
BLU/RED
YEL/LT GRN
LT GRN/BLK
LT GRN/WHT
YEL/BLK
7
6
1
2
3
8
C732
PHOTO 73
YEL/BLU
YEL
BLU/WHT
GRN/YEL
YEL/RED
BLK
HEATER CONTROL PANEL
3
2
1
8
7
C733
DEFROST SWITCH
H/DEF SWITCH
HEAT SWITCH
BI-LEV SWITCH
VENT SWITCH
4
C733
BLK
BLK
See Ground Distribution, page 14-5
BLK
G401

Fans

Radiator Fan



– Condenser Fan



(cont'd)

Fans (cont'd)

How the Circuit Works

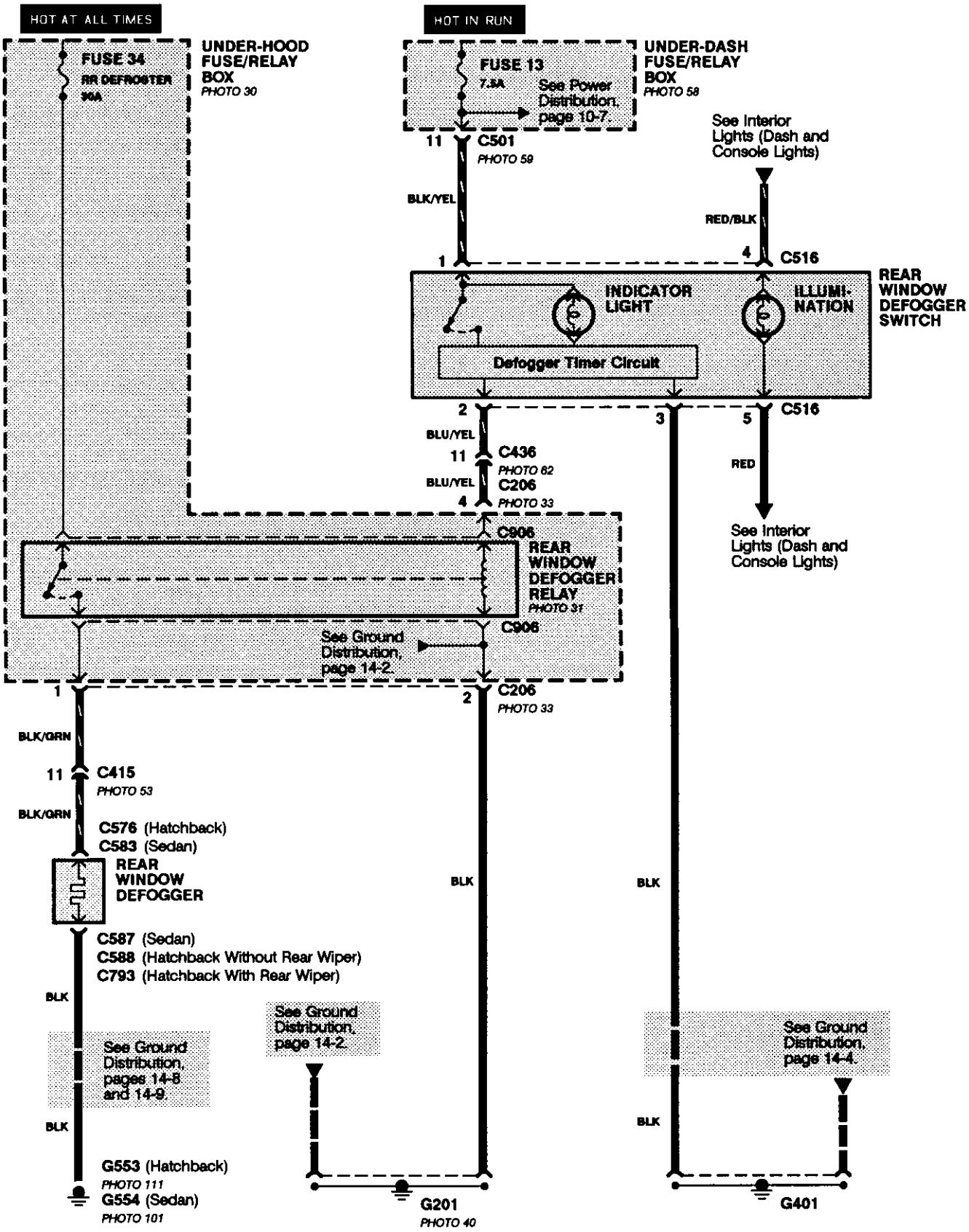
Radiator Fan

Voltage is provided at all times to the radiator fan relay through fuse 33. When the ignition switch is in RUN, voltage is provided to the coil of the relay through fuse 13. Ground is provided to the relay coil, either by the PGM-FI electronic control unit or by the coolant temperature switch. When ground is provided, the relay is energized, which provides voltage to the radiator fan motor.

Condenser Fan

Voltage is provided at all times to the condenser fan relay through fuse 35. When the ignition switch is in RUN, voltage is provided to the coil of the relay through fuse 13. Ground is provided to the relay coil when the blower switch is in position LO, M1, M2, or HI, and the A/C switch, thermo switch, and A/C switches are closed. When ground is provided, the relay is energized, which provides voltage to the condenser fan motor.

Rear Window Defogger

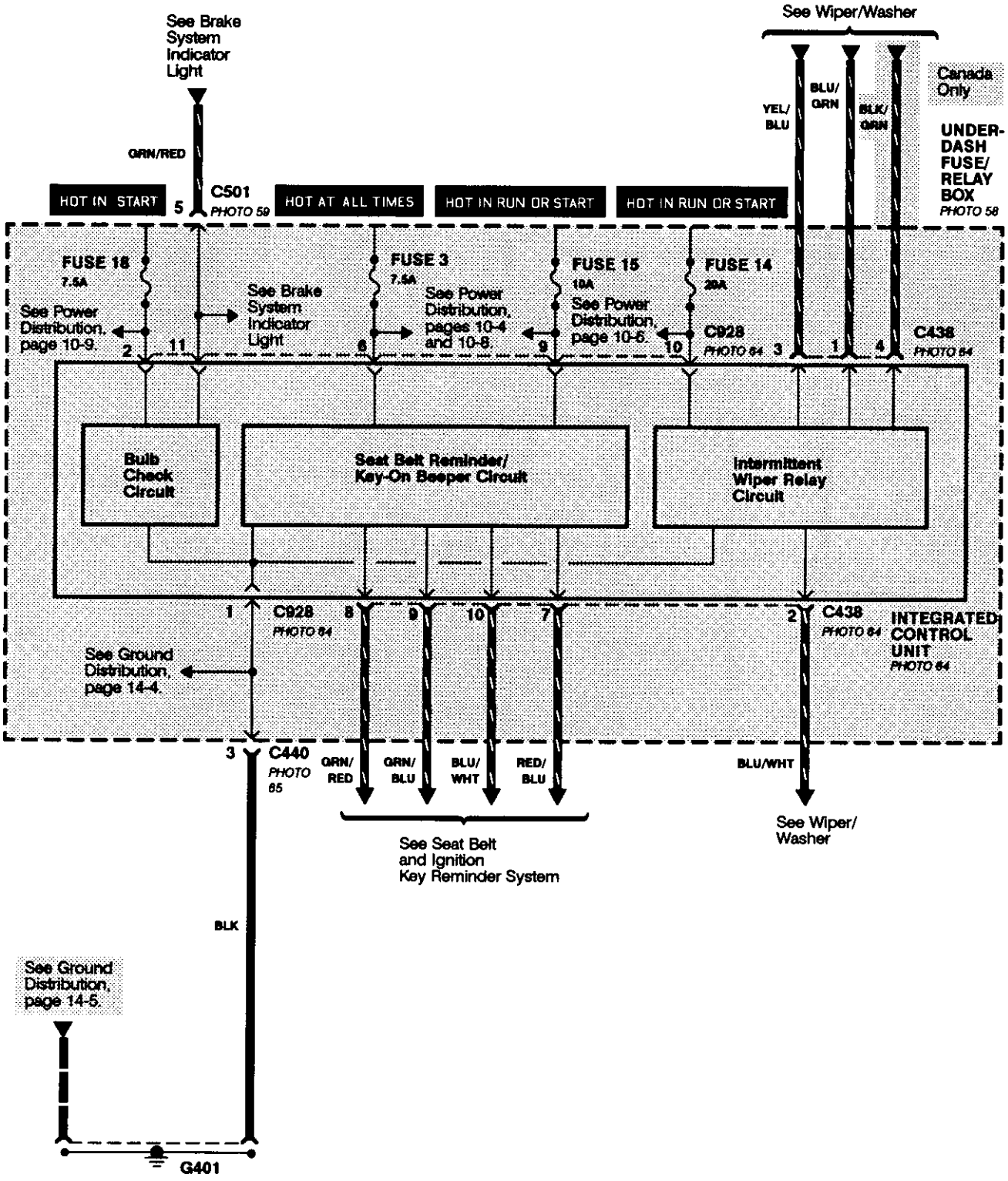


How the Circuit Works

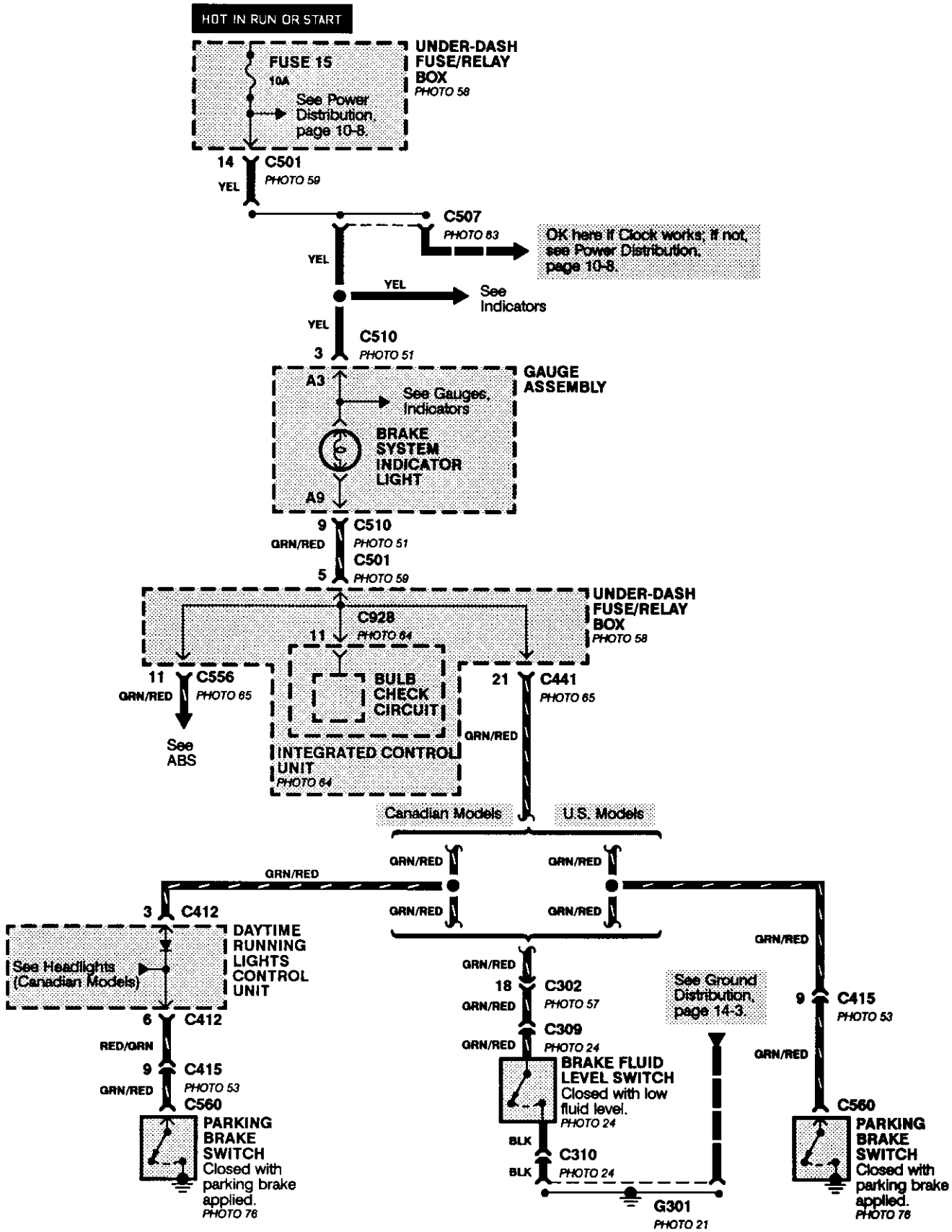
Voltage is applied at all times through fuse 34 to the rear window defogger relay. With the ignition switch in RUN, voltage is applied through fuse 13 to the rear window defogger switch. When the switch is turned ON, voltage is applied to the defogger timer circuit which applies voltage to the rear window defogger relay coil. The relay energizes and provides power to the rear window defogger. The defogger grid heats the rear window to remove any fog from the glass.

The defogger timer circuit will automatically turn off the rear window defogger after 20 to 30 minutes.

Integrated Control Unit



Brake System Indicator Light



How the Circuit Works

The brake system indicator light goes on to alert the driver that the parking brake is applied, or that the brake fluid level is low. It also goes on as a bulb test when the engine is cranked.

Parking Brake

With the ignition switch in RUN or START, voltage is applied through fuse 15 to the brake system indicator light. When you apply the parking brake, the switch closes and provides a ground for the light. The brake system indicator light goes on to remind the driver that the parking brake is applied.

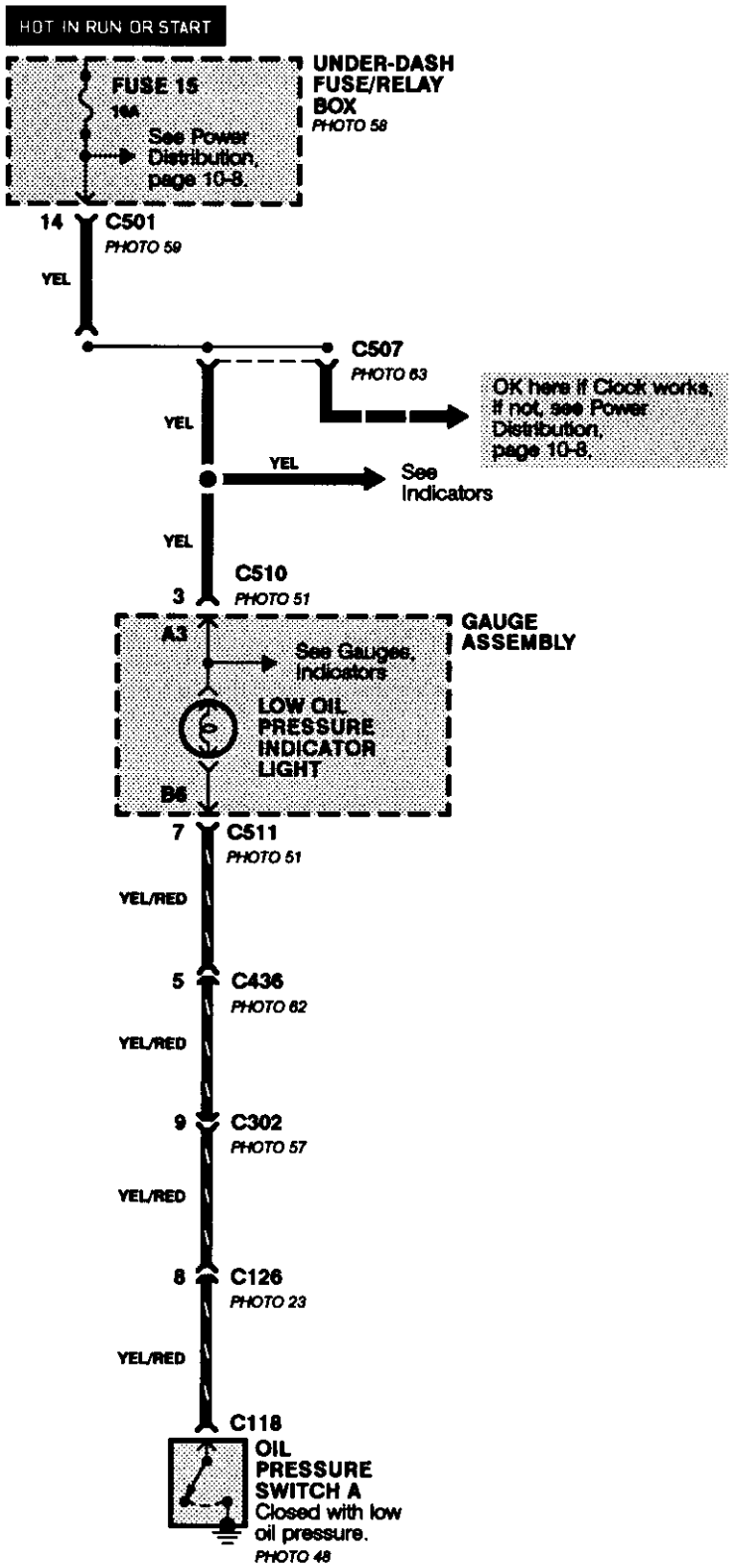
Brake Fluid Level

With the ignition switch in RUN or START, voltage is applied through fuse 15 to the brake system indicator light. If the brake fluid level is low, the brake fluid level switch closes and ground is provided to the circuit. The brake system indicator light alerts the driver of low brake fluid level in the brake master cylinder. (Note: Check brake pad wear before adding fluid.)

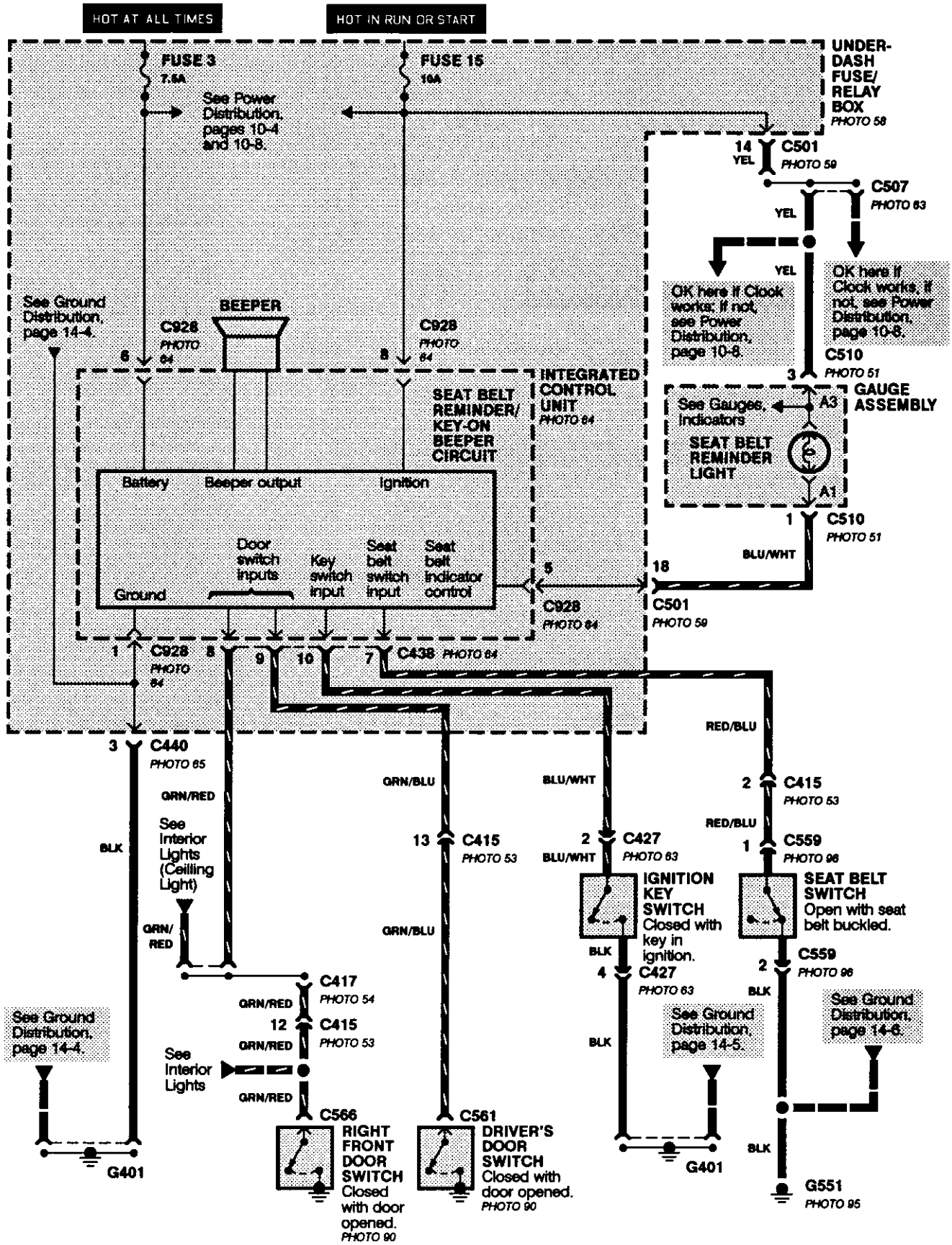
Bulb Check

With the ignition switch in START, voltage is applied to the bulb check circuit. The bulb check circuit closes, allowing current to flow through the brake system indicator light and bulb check circuit to ground. The brake system indicator light goes on to test the brake system indicator light bulb.

Oil Pressure Indicator System



Seat Belt and Ignition Key Reminder System



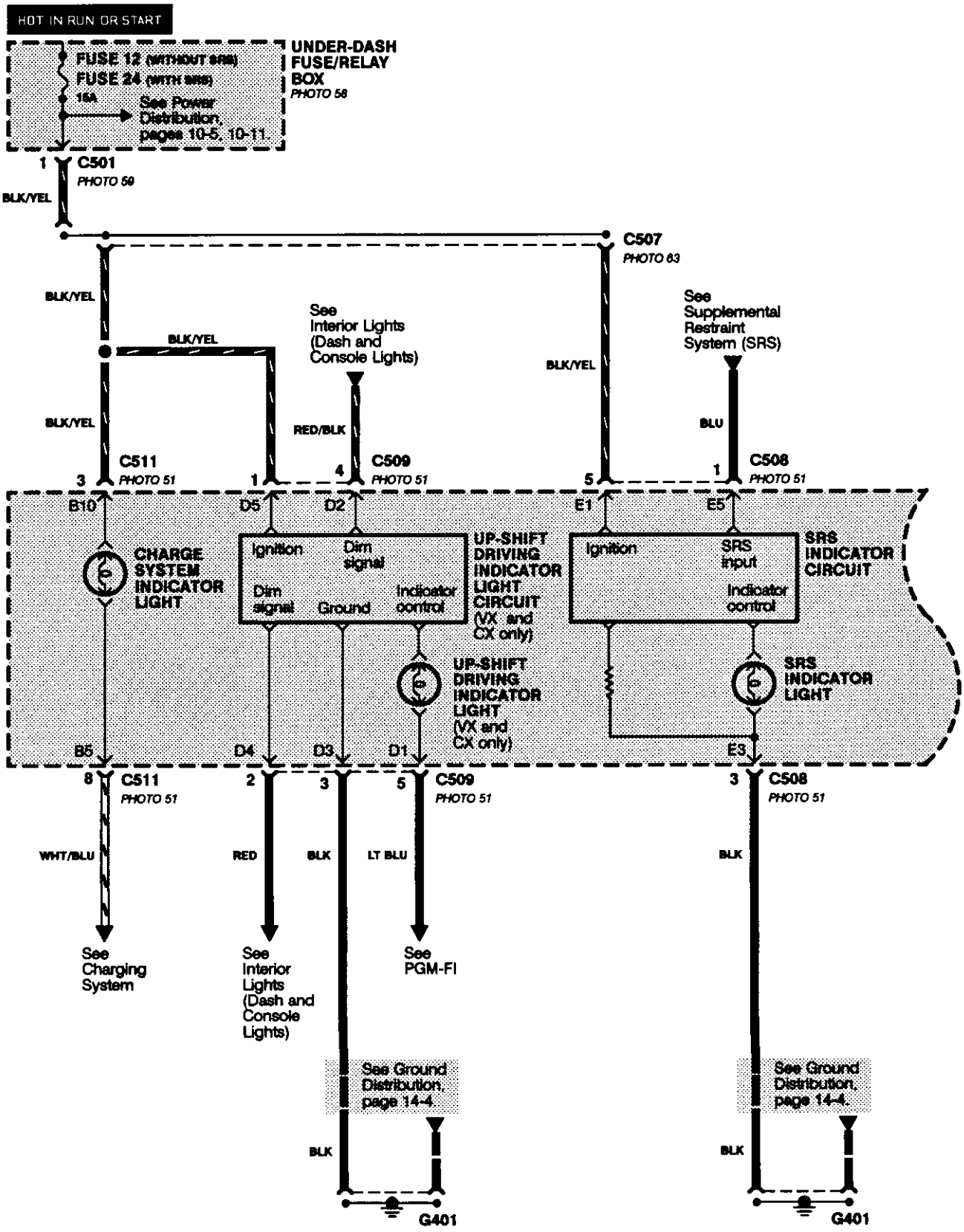
How the Circuit Works

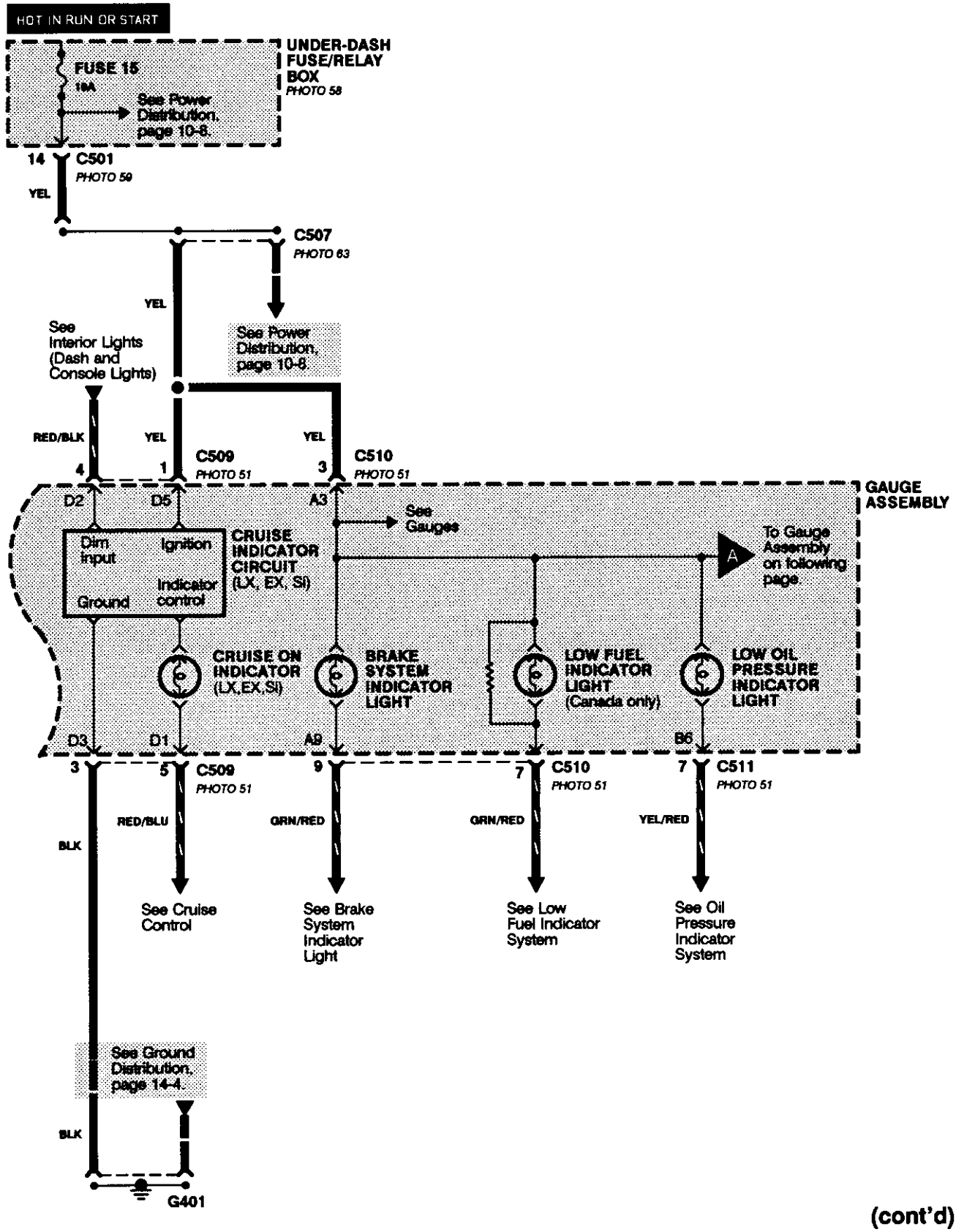
Seat Belt Reminder

With the ignition switch in RUN or START, voltage is applied to the seat belt reminder light. When you unbuckle the driver's seat belt, the integrated control unit senses ground at the RED/BLU wire. The integrated control unit then provides a ground at the RED/BLU wire. The seat belt reminder indicator light flashes on and off for five seconds.

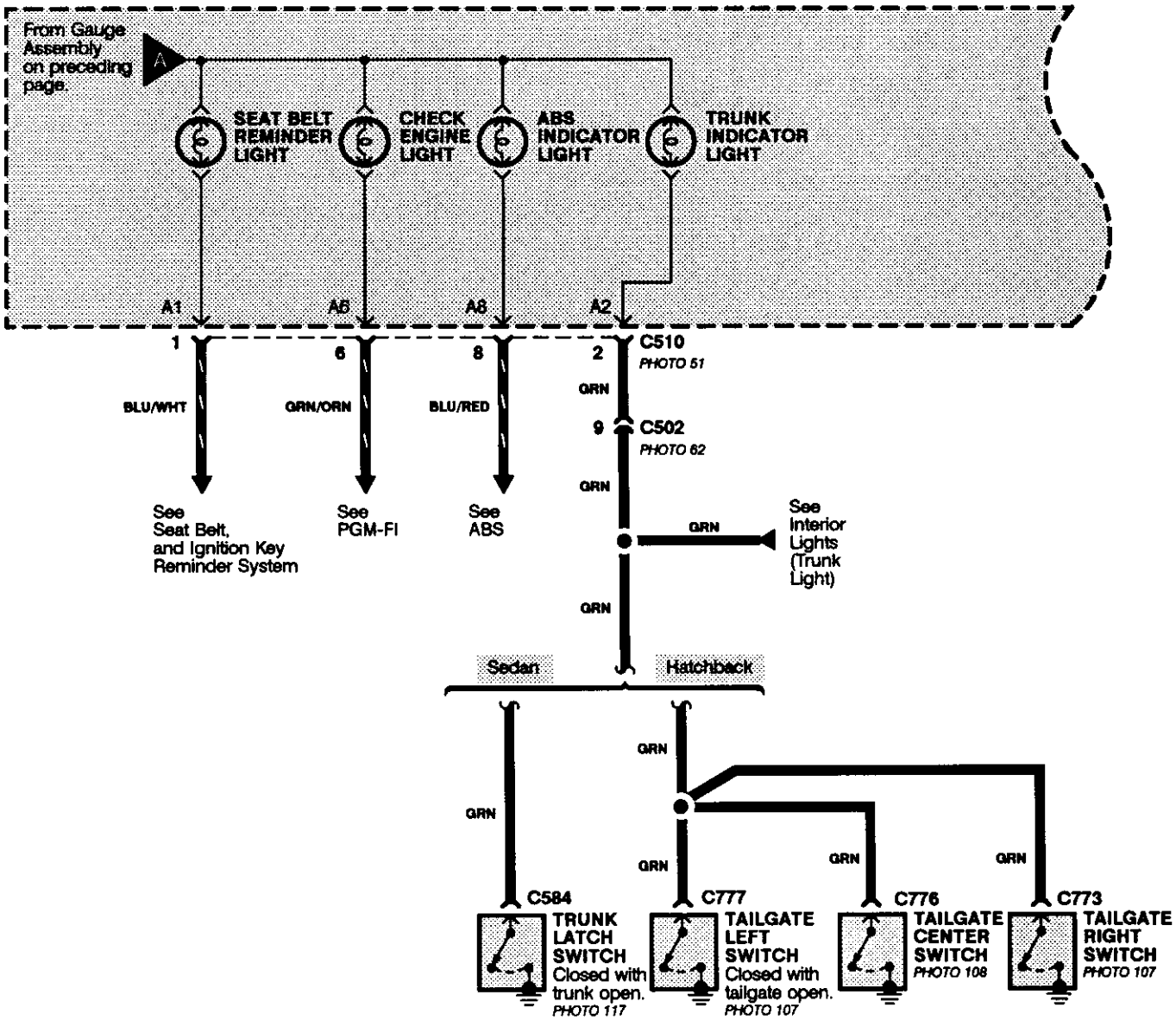
Ignition Key-on Reminder

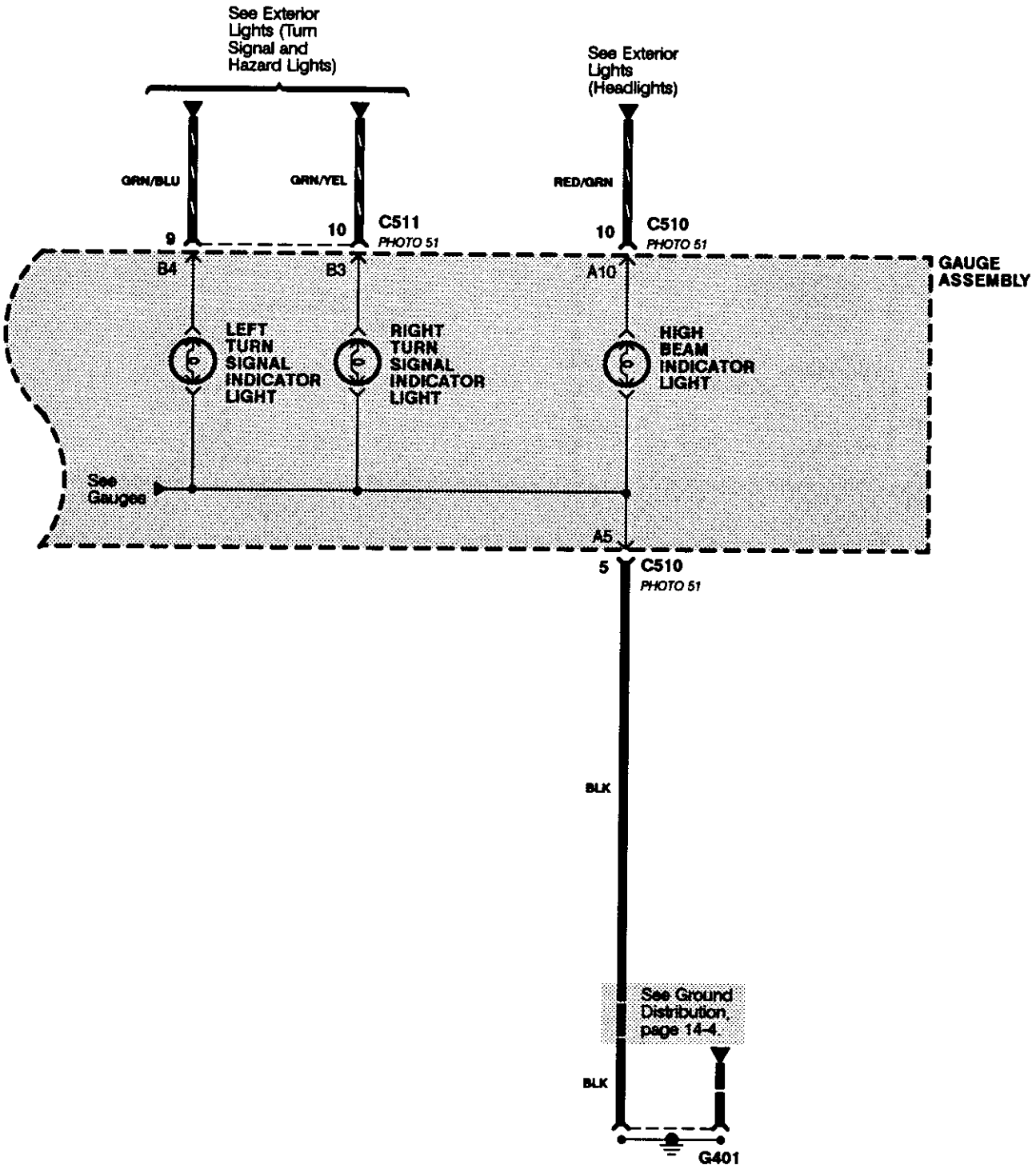
When the ignition key switch is closed, ground is provided at the BLU/WHT wire of the integrated control unit. When you open the left or right front door, ground is provided at the GRN/BLU or GRN/RED wire of the integrated control unit and the beeper sounds.

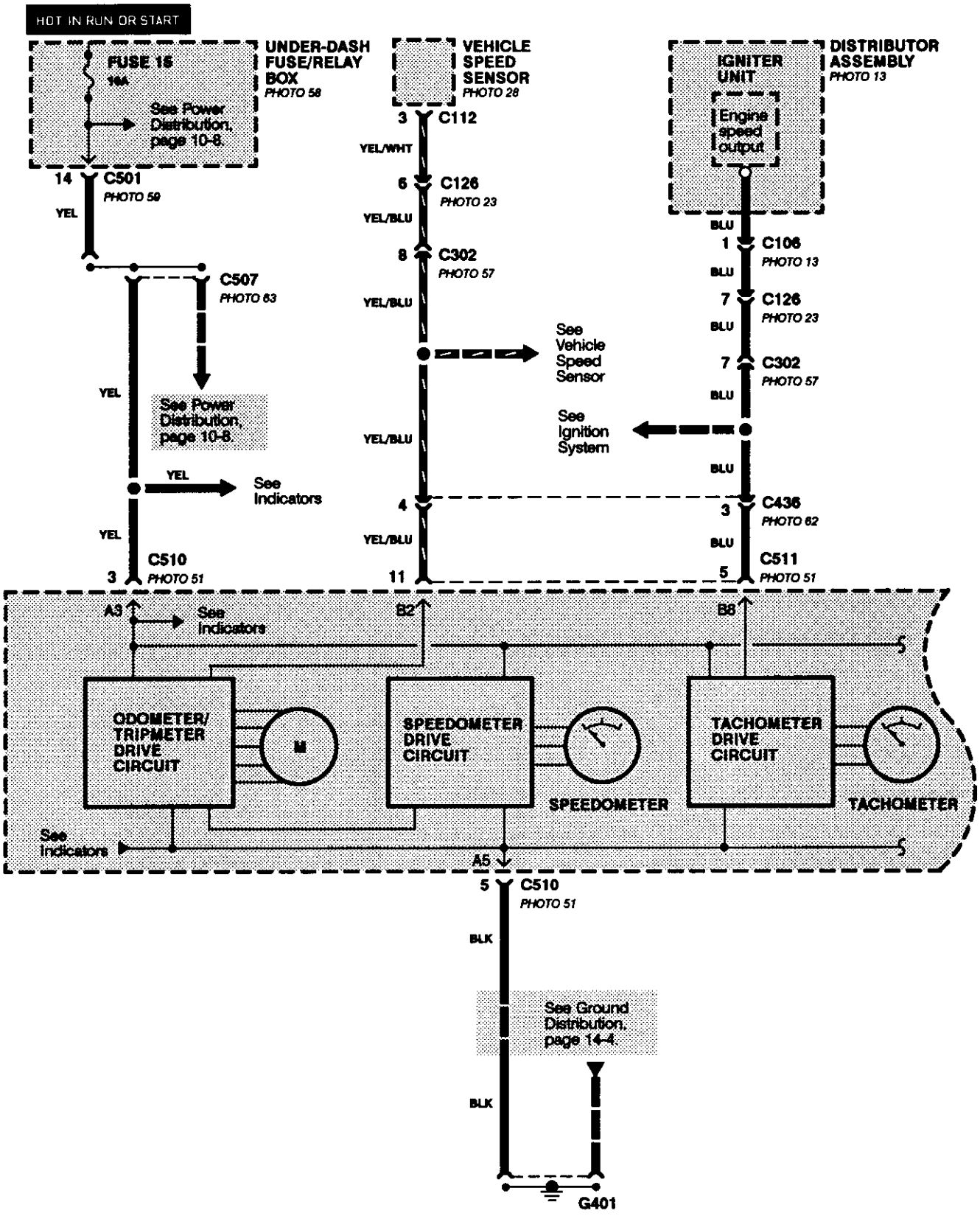

HOT IN RUN OR START
FUSE 12 (WITHOUT SRS)
FUSE 24 (WITH SRS)
15A
See Power Distribution, pages 10-5, 10-11
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
1
C501
PHOTO 59
BLK/YEL
C507
PHOTO 63
See Interior Lights (Dash and Console Lights)
See Supplemental Restraint System (SRS)
RED/BLK
BLU
C511
PHOTO 51
C509
PHOTO 51
C508
PHOTO 51
B10
D5
D2
E1
E5
CHARGE SYSTEM INDICATOR LIGHT
Ignition
Dim signal
Ground
Indicator control
UP-SHIFT DRIVING INDICATOR LIGHT CIRCUIT (VX and CX only)
SRS input
SRS INDICATOR CIRCUIT
B5
D4
D3
D1
E3
WHT/BLU
RED
BLK
LT BLU
See Charging System
See Interior Lights (Dash and Console Lights)
See PGM-FI
See Ground Distribution, page 14-4
G401

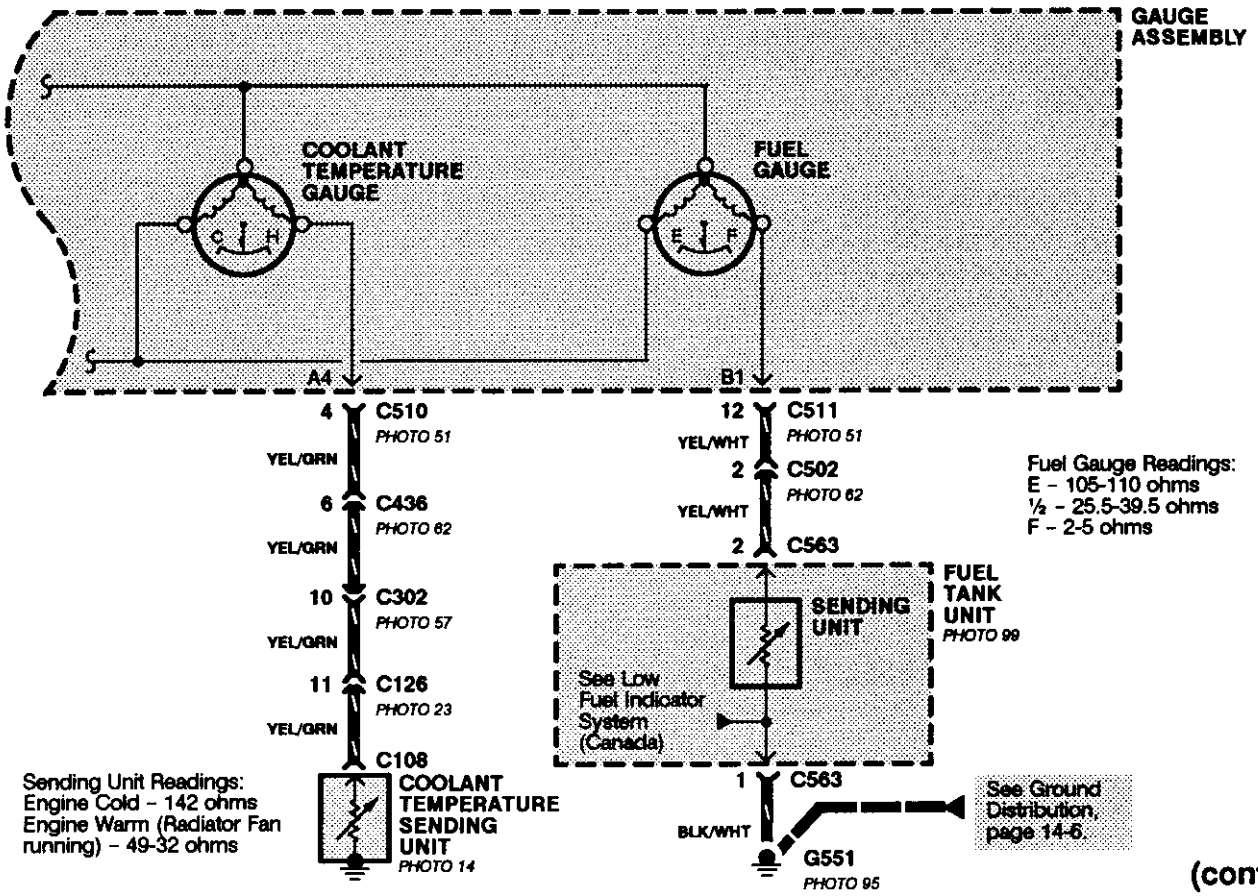

HOT IN RUN OR START
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
FUSE 15
10A
See Power Distribution, page 10-8.
14
C501
PHOTO 59
YEL
C507
PHOTO 63
YEL
See Interior Lights (Dash and Console Lights)
See Power Distribution, page 10-8.
RED/BLK
YEL
YEL
4
1
C509
PHOTO 51
3
C510
PHOTO 51
GAUGE ASSEMBLY
D2
D5
A3
See Gauges
Dim Input
Ignition
Ground
Indicator control
CRUISE INDICATOR CIRCUIT (LX, EX, SI)
To Gauge Assembly on following page
A
CRUISE ON INDICATOR (LX,EX,SI)
BRAKE SYSTEM INDICATOR LIGHT
LOW FUEL INDICATOR LIGHT (Canada only)
LOW OIL PRESSURE INDICATOR LIGHT
D3
D1
A9
B6
3
5
C509
PHOTO 51
9
7
C510
PHOTO 51
7
C511
PHOTO 51
BLK
RED/BLU
GRN/RED
GRN/RED
YEL/RED
See Cruise Control
See Brake System Indicator Light
See Low Fuel Indicator System
See Oil Pressure Indicator System
See Ground Distribution, page 14-4.
BLK
G401

(cont'd)


From Gauge Assembly on preceding page.
A
SEAT BELT REMINDER LIGHT
CHECK ENGINE LIGHT
ABS INDICATOR LIGHT
TRUNK INDICATOR LIGHT
A1
A6
A8
A2
1
6
8
2
C510
PHOTO 51
BLU/WHT
GRN/ORN
BLU/RED
GRN
9
C502
PHOTO 62
GRN
See Seat Belt, and Ignition Key Reminder System
See PGM-FI
See ABS
GRN
See Interior Lights (Trunk Light)
GRN
Sedan
Hatchback
GRN
GRN
GRN
GRN
GRN
C584
TRUNK LATCH SWITCH
Closed with trunk open.
PHOTO 117
C777
TAILGATE LEFT SWITCH
Closed with tailgate open.
PHOTO 107
C776
TAILGATE CENTER SWITCH
PHOTO 108
C773
TAILGATE RIGHT SWITCH
PHOTO 107


See Exterior Lights (Turn Signal and Hazard Lights)
See Exterior Lights (Headlights)
GRN/BLU
GRN/YEL
RED/GRN
9
10
C511
PHOTO 51
10
C510
PHOTO 51
B4
B3
A10
GAUGE ASSEMBLY
LEFT TURN SIGNAL INDICATOR LIGHT
RIGHT TURN SIGNAL INDICATOR LIGHT
HIGH BEAM INDICATOR LIGHT
See Gauges
A5
5
C510
PHOTO 51
BLK
See Ground Distribution, page 14-4
BLK
G401


HOT IN RUN OR START
FUSE 15
10A
See Power Distribution, page 10-8.
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
14
C501
PHOTO 59
YEL
C507
PHOTO 63
See Power Distribution, page 10-8.
YEL
See Indicators
YEL
3
C510
PHOTO 51
VEHICLE SPEED SENSOR
PHOTO 28
3
C112
YEL/WHT
6
C126
PHOTO 23
YEL/BLU
8
C302
PHOTO 57
YEL/BLU
See Vehicle Speed Sensor
YEL/BLU
4
YEL/BLU
11
IGNITER UNIT
Engine speed output
DISTRIBUTOR ASSEMBLY
PHOTO 13
BLU
1
C106
PHOTO 13
BLU
7
C126
PHOTO 23
BLU
7
C302
PHOTO 57
BLU
See Ignition System
BLU
3
C436
PHOTO 62
BLU
5
C511
PHOTO 51
A3
See Indicators
B2
B8
5
ODOMETER/ TRIPMETER DRIVE CIRCUIT
SPEEDOMETER DRIVE CIRCUIT
SPEEDOMETER
TACHOMETER DRIVE CIRCUIT
TACHOMETER
See Indicators
5
A5
5
C510
PHOTO 51
BLK
See Ground Distribution, page 14-4.
BLK
G401


GAUGE ASSEMBLY
COOLANT TEMPERATURE GAUGE
C
H
FUEL GAUGE
E
F
A4
B1
4 C510
PHOTO 51
YEL/GRN
6 C436
PHOTO 62
YEL/GRN
10 C302
PHOTO 57
YEL/GRN
11 C126
PHOTO 23
YEL/GRN
C108
COOLANT TEMPERATURE SENDING UNIT
PHOTO 14
Sending Unit Readings:
Engine Cold - 142 ohms
Engine Warm (Radiator Fan running) - 49-32 ohms
12 C511
PHOTO 51
YEL/WHT
2 C502
PHOTO 62
YEL/WHT
2 C563
FUEL TANK UNIT
PHOTO 99
SENDING UNIT
See Low Fuel Indicator System (Canada)
1 C563
BLK/WHT
G551
PHOTO 95
See Ground Distribution, page 14-6.
Fuel Gauge Readings:
E - 105-110 ohms
½ - 25.5-39.5 ohms
F - 2-5 ohms

(cont'd)

Gauges (cont'd)

How the Circuit Works

Coolant Temperature and Fuel Gauges

The coolant temperature gauge and the fuel gauge are each operated by two intersecting coils wound around a permanent magnet rotor. When voltage from fuse 15 is applied to the coils, a magnetic field is generated. This causes the rotor to rotate and the gauge needle to move. The magnetic field is controlled by the sender. As the resistance in the sender varies, current through the gauge coils changes. The gauge needle moves according to the changing magnetic field.

The coolant temperature sending unit's resistance varies from about 142 ohms at low engine temperature to between 49-32 ohms at high temperature (radiator fan running).

The fuel gauge sending unit's resistance varies from about 5 ohms at full to about 110 ohms at empty. Damping oil surrounding the fuel gauge keeps the gauge needle at the level last shown when the ignition was turned off.

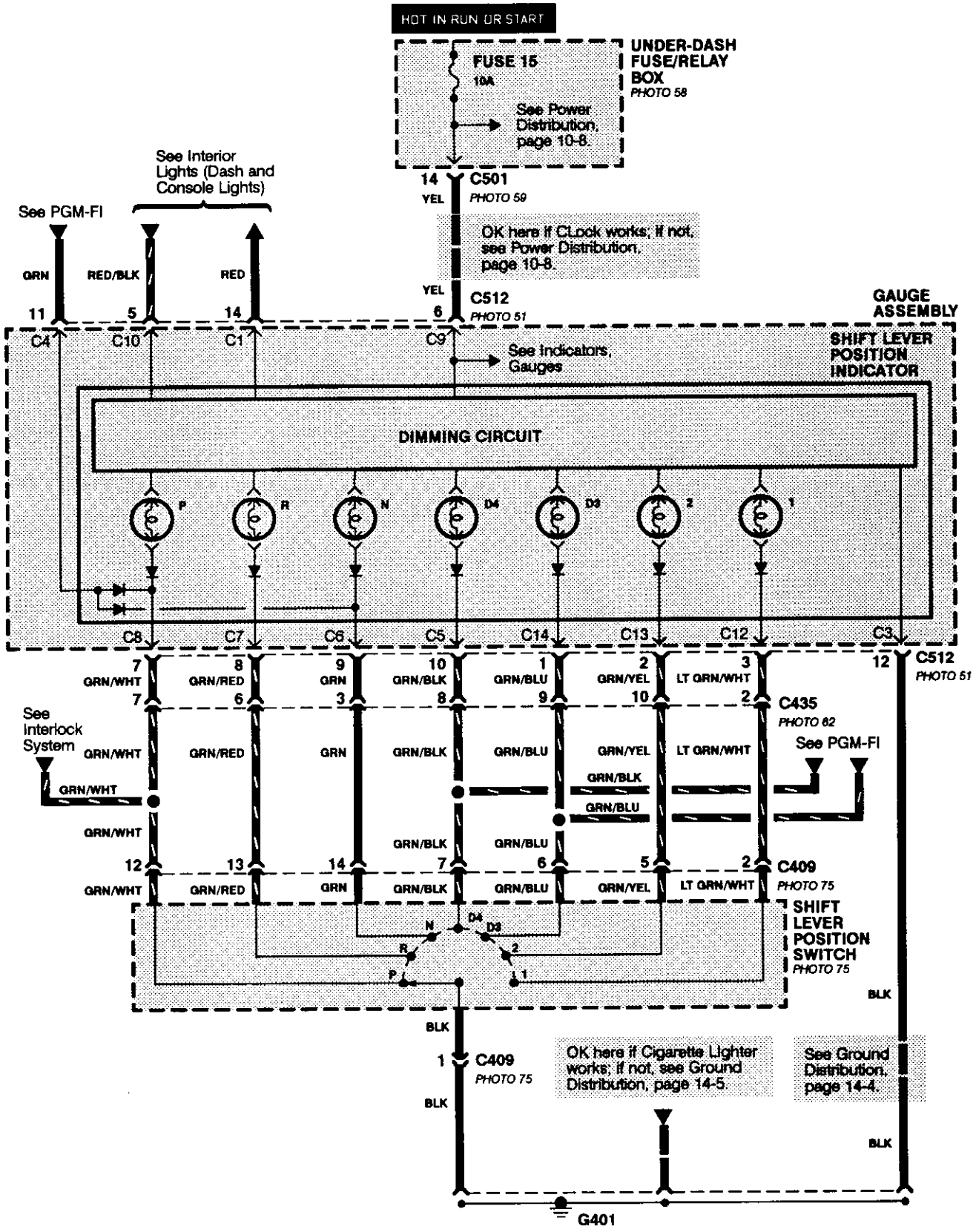
Tachometer

With the engine running, the tachometer senses ignition pulses from the distributor through the igniter unit. The solid-state tachometer displays these pulses as engine speed. For each 200 pulses per minute from the igniter unit, the tachometer displays 100 rpm.

Speedometer and Odometer

The odometer drive circuit and the speedometer drive circuit receive pulses from the speed sensor and, in turn, drive the odometer/tripmeter drive circuit and speedometer respectively.

Shift Lever Position Indicator

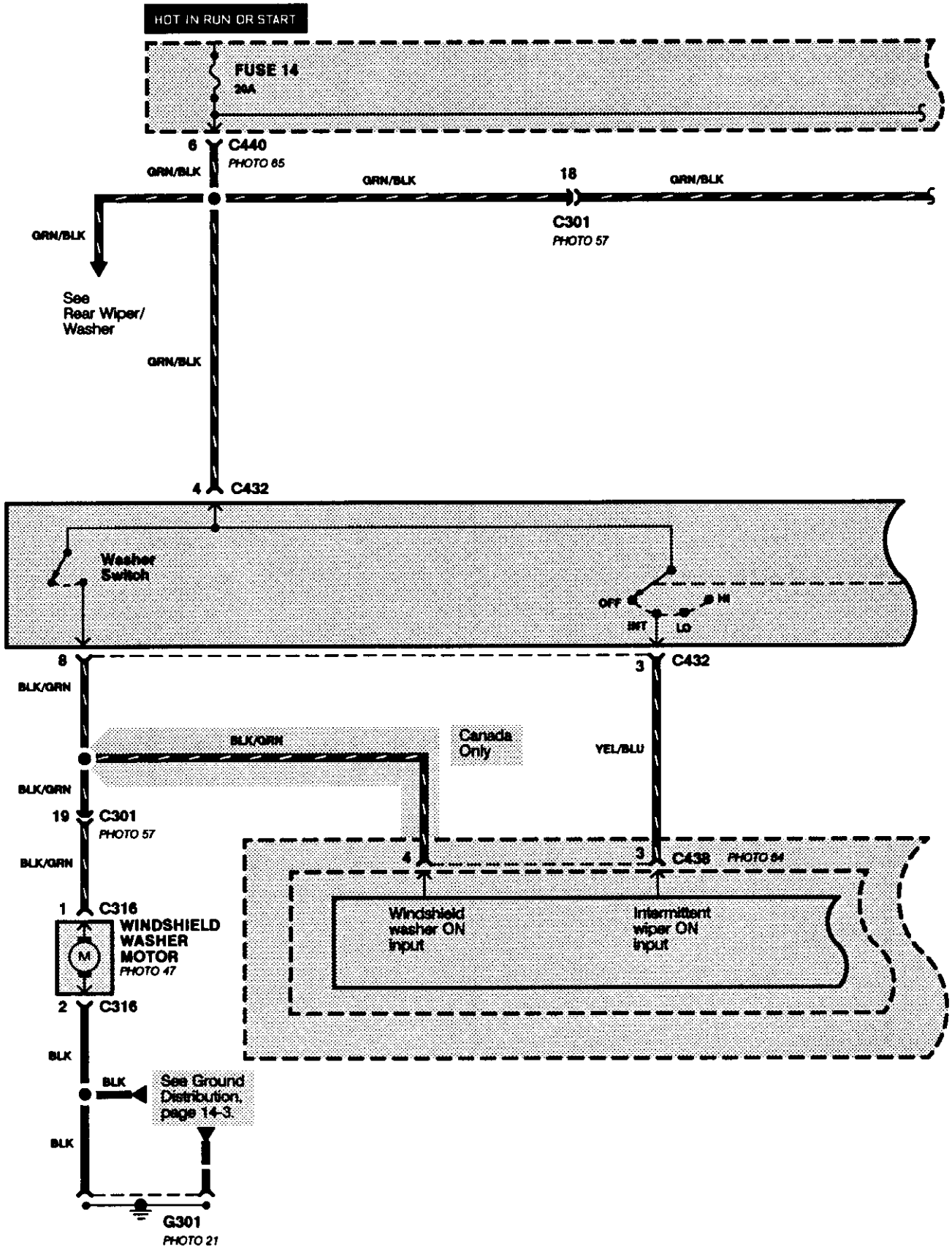


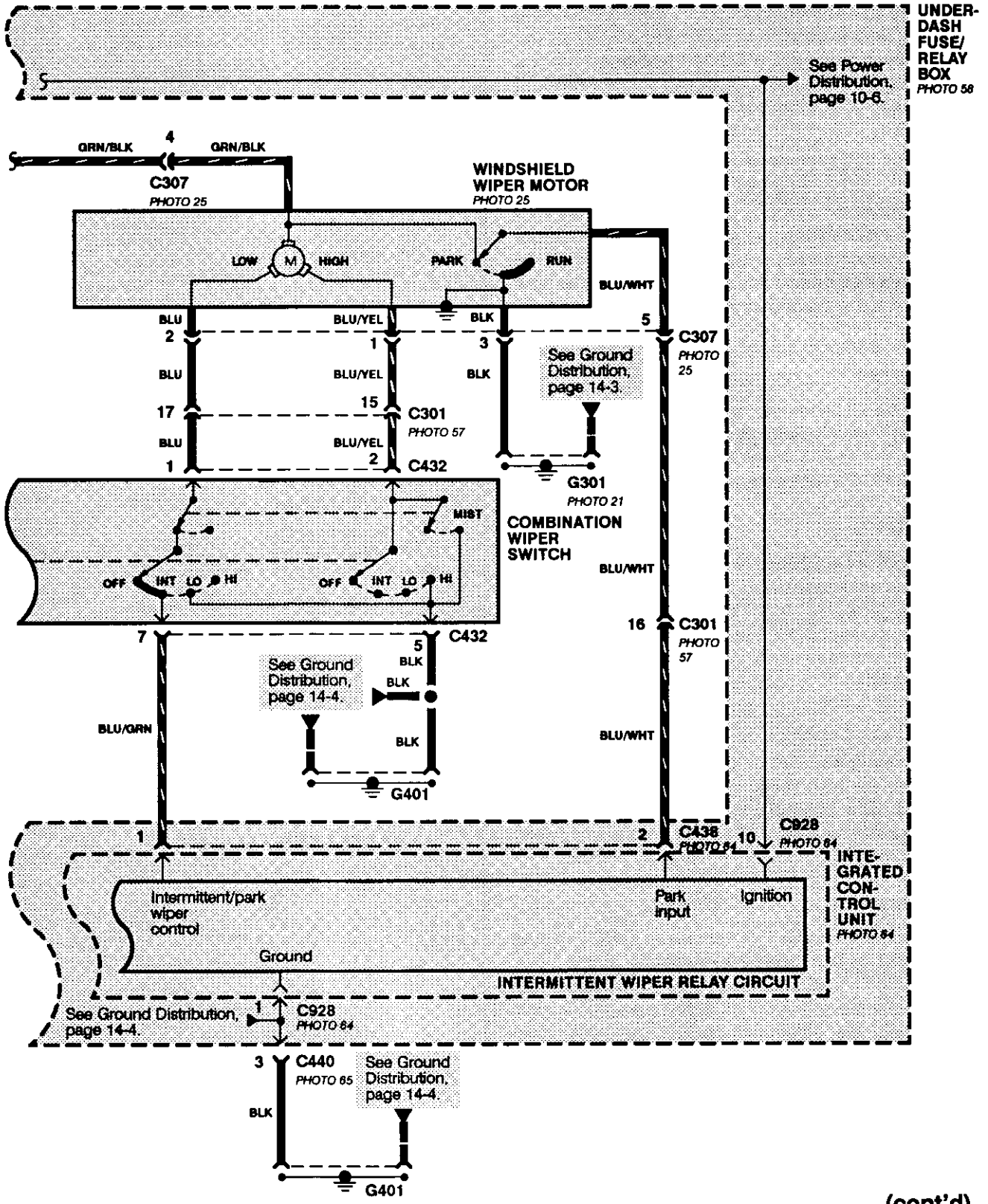
How the Circuit Works

With the ignition switch in RUN or START, voltage is applied to the shift lever position indicator. The shift position lever switch provides a ground for each position. As an input is grounded, its indicator lights up. If R is selected, for example, a ground will be applied to the input of the shift lever position indicator, and the R indicator will go on.

With the headlight switch in PARK or HEAD, voltage is applied to the RED/BLK wire terminal. This changes the indicator panel illumination from fixed to controlled by the dash lights dimmer input on the RED wire.

Wiper/Washer




UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
See Power Distribution, page 10-6.
GRN/BLK
GRN/BLK
C307
PHOTO 25
WINDSHIELD WIPER MOTOR
PHOTO 25
LOW
HIGH
PARK
RUN
BLU/WHT
BLU
BLU/YEL
BLK
See Ground Distribution, page 14-3.
C301
PHOTO 57
C432
G301
PHOTO 21
COMBINATION WIPER SWITCH
MIST
OFF
INT
LO
HI
BLU/GRN
See Ground Distribution, page 14-4.
G401
C438
PHOTO 64
C928
PHOTO 64
INTE-GRATED CON-TROL UNIT
PHOTO 64
Intermittent/park wiper control
Park input
Ignition
Ground
INTERMITTENT WIPER RELAY CIRCUIT
See Ground Distribution, page 14-4.
C440
PHOTO 65
See Ground Distribution, page 14-4.
G401

(cont'd)

How the Circuit Works

Low Speed

With the ignition switch in RUN, battery voltage is applied to the windshield wiper motor. When the wiper switch is moved to LO, the low speed winding of the motor is grounded through the low contact of the combination wiper switch, and the wipers run at low speed.

Park/Off

When the wiper switch is turned off, the integrated control unit provides ground for the windshield wiper motor. When the cam switch on the motor signals the integrated control unit that the wipers are in the park position, the control unit removes the ground from the motor and the wipers stop in park position.

High Speed

When the wiper switch is in HI, the high speed windings of the windshield wiper motor are grounded through the high contact of the combination wiper switch and, the wipers run at high speed.

Intermittent

When the wiper switch is moved to INT, battery voltage is applied through the YEL/BLU wire to the integrated control unit. The integrated control unit grounds the low speed windings of the wiper motor. The wipers make a single sweep approximately every five seconds.

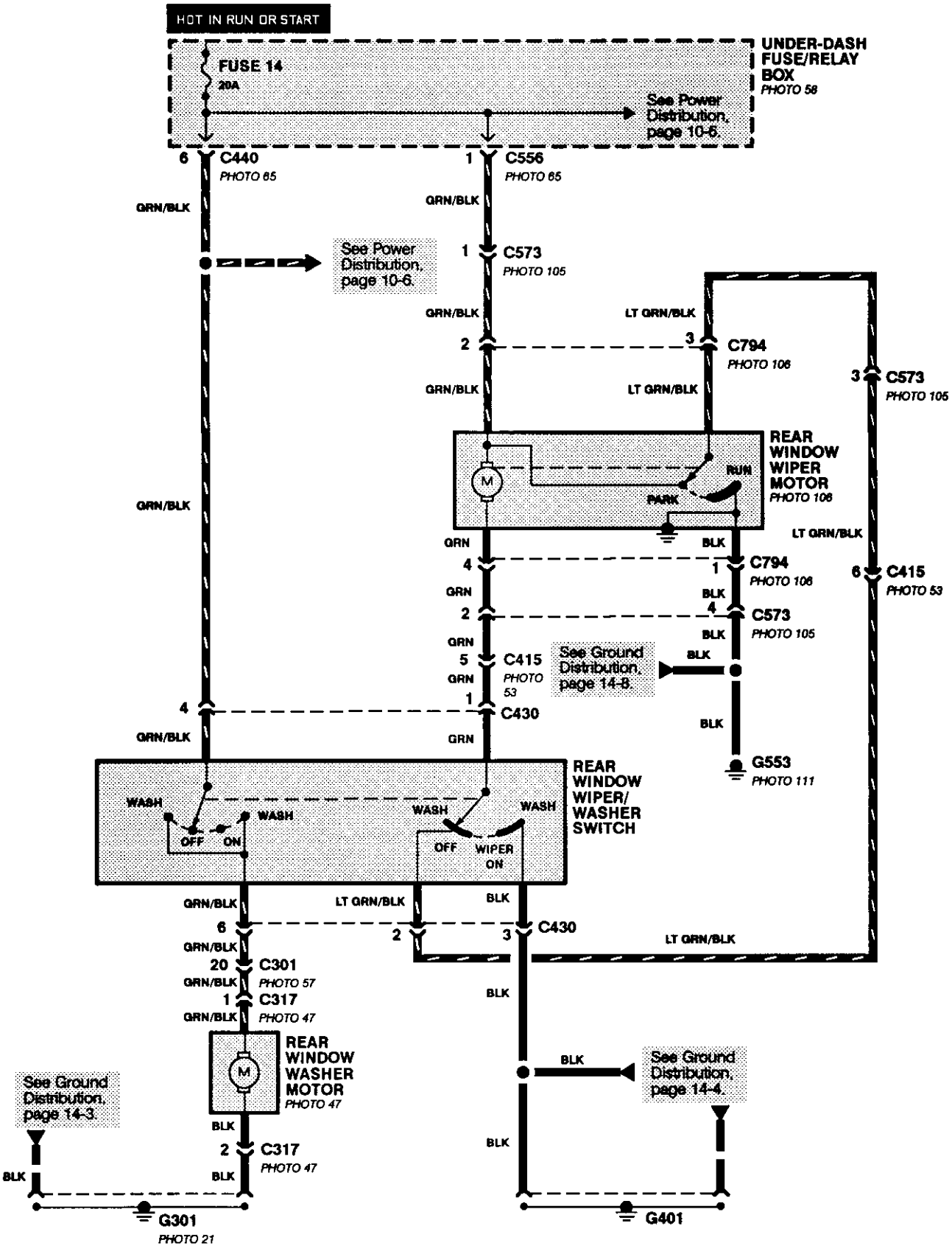
Mist

When the wiper switch is moved to MIST and released, the high speed winding of the windshield wiper motor is grounded through the mist contact in the combination switch. The wipers make one sweep at high speed and return to the park position.

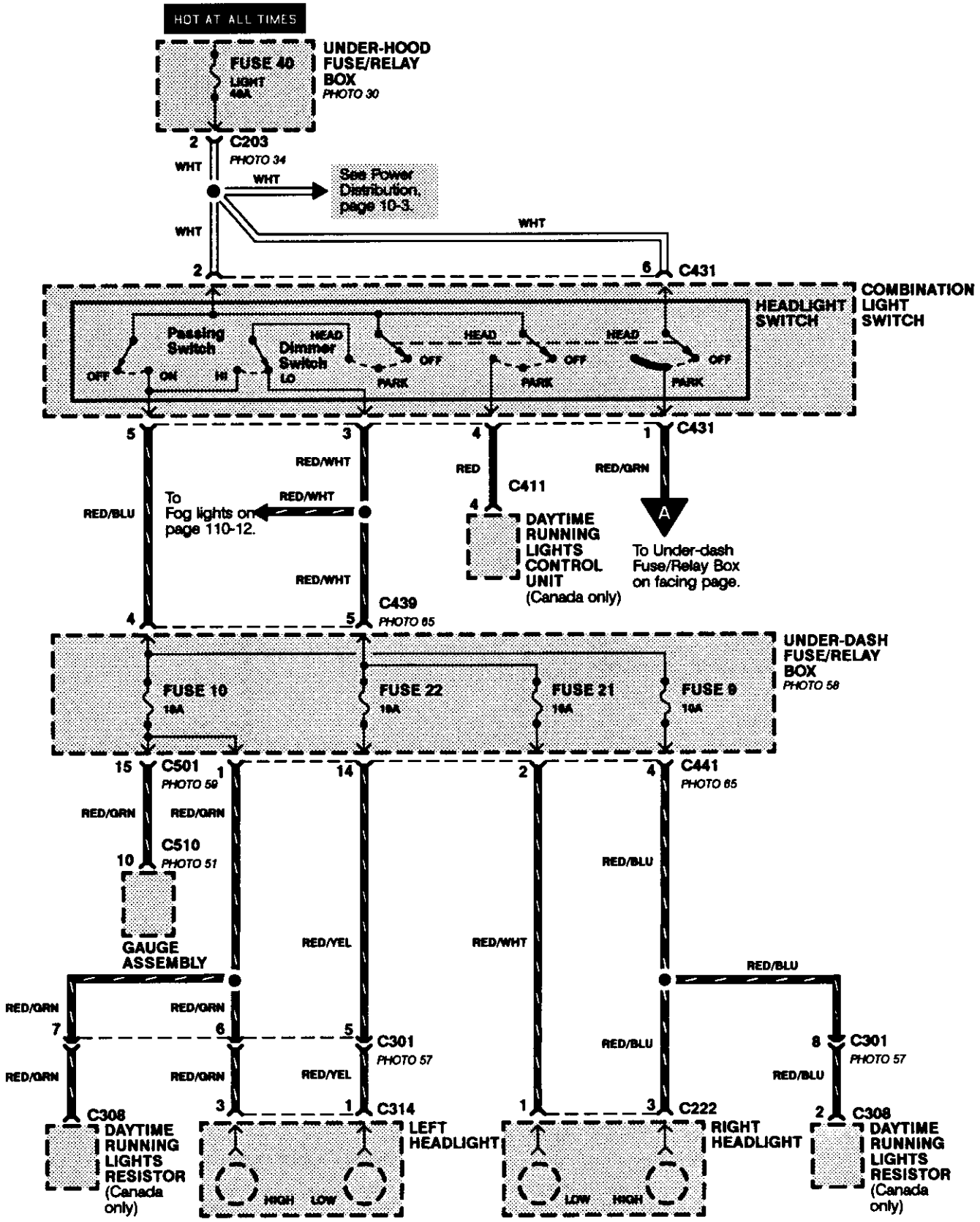
Washer

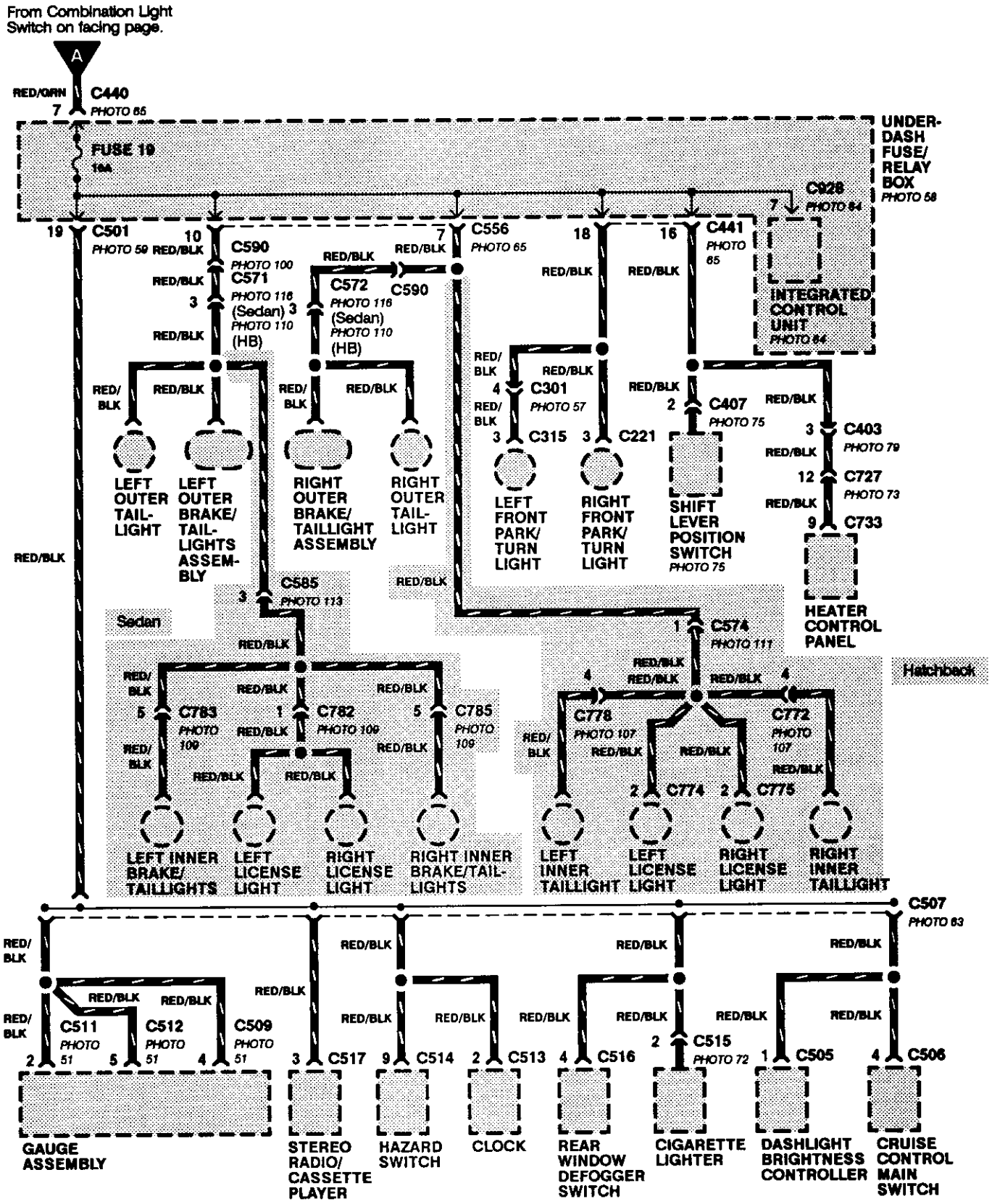
When the washer switch is depressed, battery voltage is applied to the windshield washer motor. The motor pumps fluid on the windshield until the switch is released. On models with combined wiper/washer operation, the integrated control unit will sense power at the BLK/GRN wire terminal and run the wiper motor.

Rear Wiper/Washer



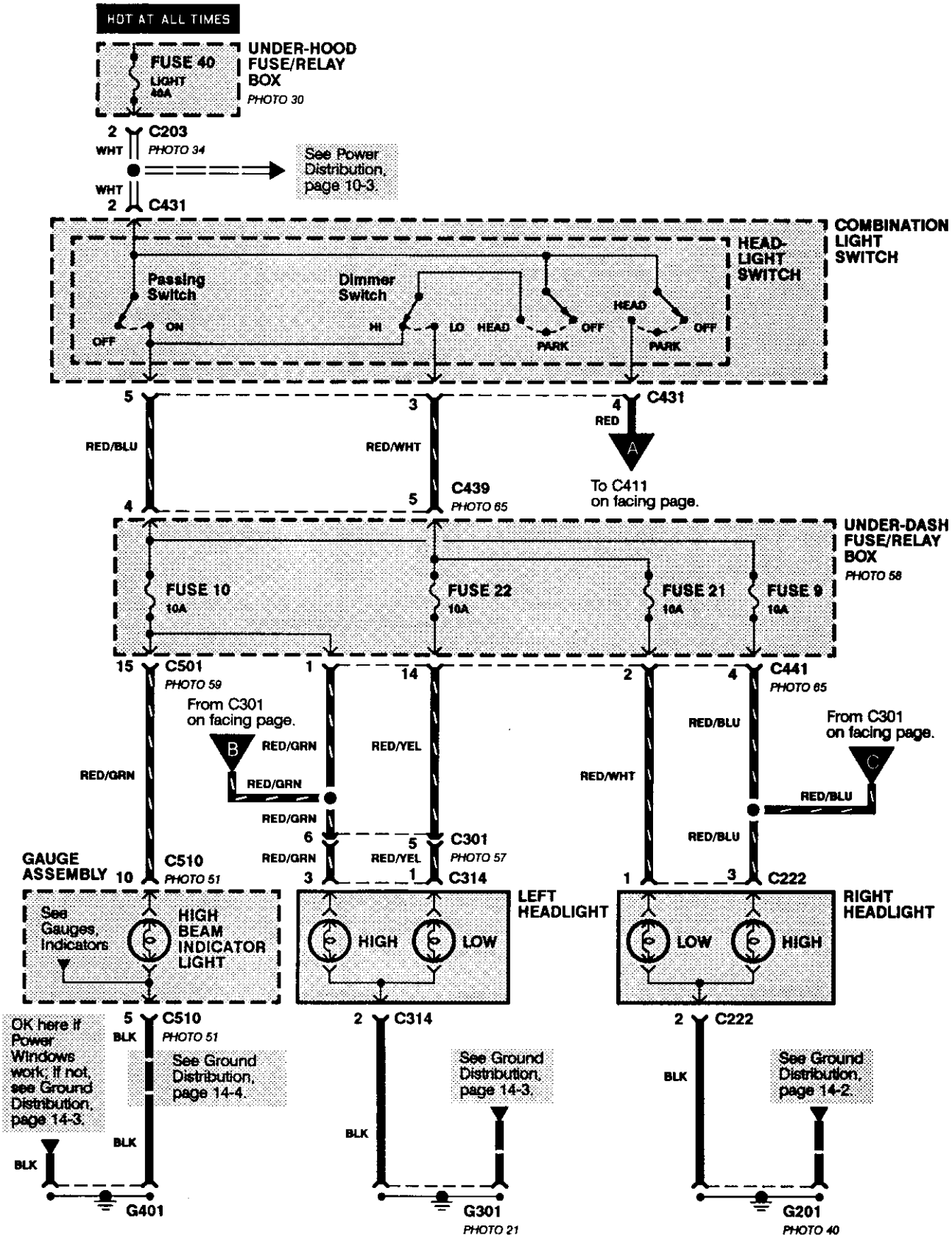
Headlight Switch

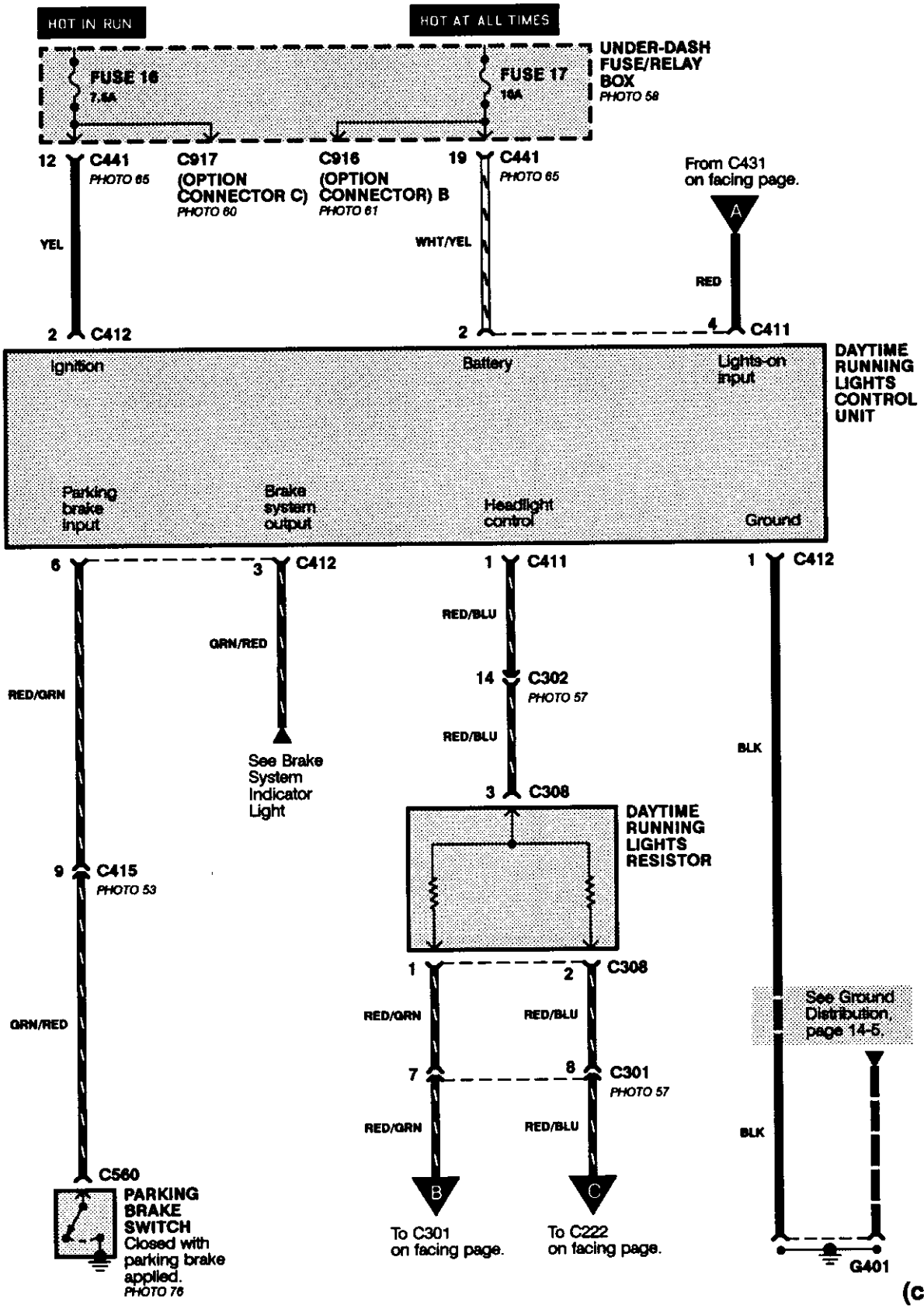



From Combination Light Switch on facing page.
A
RED/GRN
C440
PHOTO 65
7
FUSE 19
10A
UNDER-DASH FUSE/ RELAY BOX
PHOTO 58
C928
PHOTO 64
19
C501
PHOTO 59
10
RED/BLK
C590
PHOTO 100
C571
PHOTO 116
(Sedan)
PHOTO 110
(HB)
3
C572
PHOTO 116
(Sedan)
PHOTO 110
(HB)
C590
7
C556
PHOTO 65
18
16
C441
PHOTO 65
INTEGRATED CONTROL UNIT
PHOTO 64
RED/BLK
RED/ BLK
C301
PHOTO 57
C315
C221
C407
PHOTO 75
C403
PHOTO 79
C727
PHOTO 73
C733
LEFT OUTER TAIL-LIGHT
LEFT OUTER BRAKE/ TAIL-LIGHTS ASSEM-BLY
RIGHT OUTER BRAKE/ TAILLIGHT ASSEMBLY
RIGHT OUTER TAIL-LIGHT
LEFT FRONT PARK/ TURN LIGHT
RIGHT FRONT PARK/ TURN LIGHT
SHIFT LEVER POSITION SWITCH
PHOTO 75
HEATER CONTROL PANEL
C585
PHOTO 113
Sedan
C574
PHOTO 111
Hatchback
C783
PHOTO 109
C782
PHOTO 109
C785
PHOTO 109
C778
PHOTO 107
C772
PHOTO 107
C774
C775
LEFT INNER BRAKE/ TAILLIGHTS
LEFT LICENSE LIGHT
RIGHT LICENSE LIGHT
RIGHT INNER BRAKE/TAIL-LIGHTS
LEFT INNER TAILLIGHT
LEFT LICENSE LIGHT
RIGHT LICENSE LIGHT
RIGHT INNER TAILLIGHT
C507
PHOTO 63
C511
PHOTO 51
C512
PHOTO 51
C509
PHOTO 51
C517
C514
C513
C516
C515
PHOTO 72
C505
C506
GAUGE ASSEMBLY
STEREO RADIO/ CASSETTE PLAYER
HAZARD SWITCH
CLOCK
REAR WINDOW DEFOGGER SWITCH
CIGARETTE LIGHTER
DASHLIGHT BRIGHTNESS CONTROLLER
CRUISE CONTROL MAIN SWITCH

Exterior Lights

– Headlights (Canadian Models)

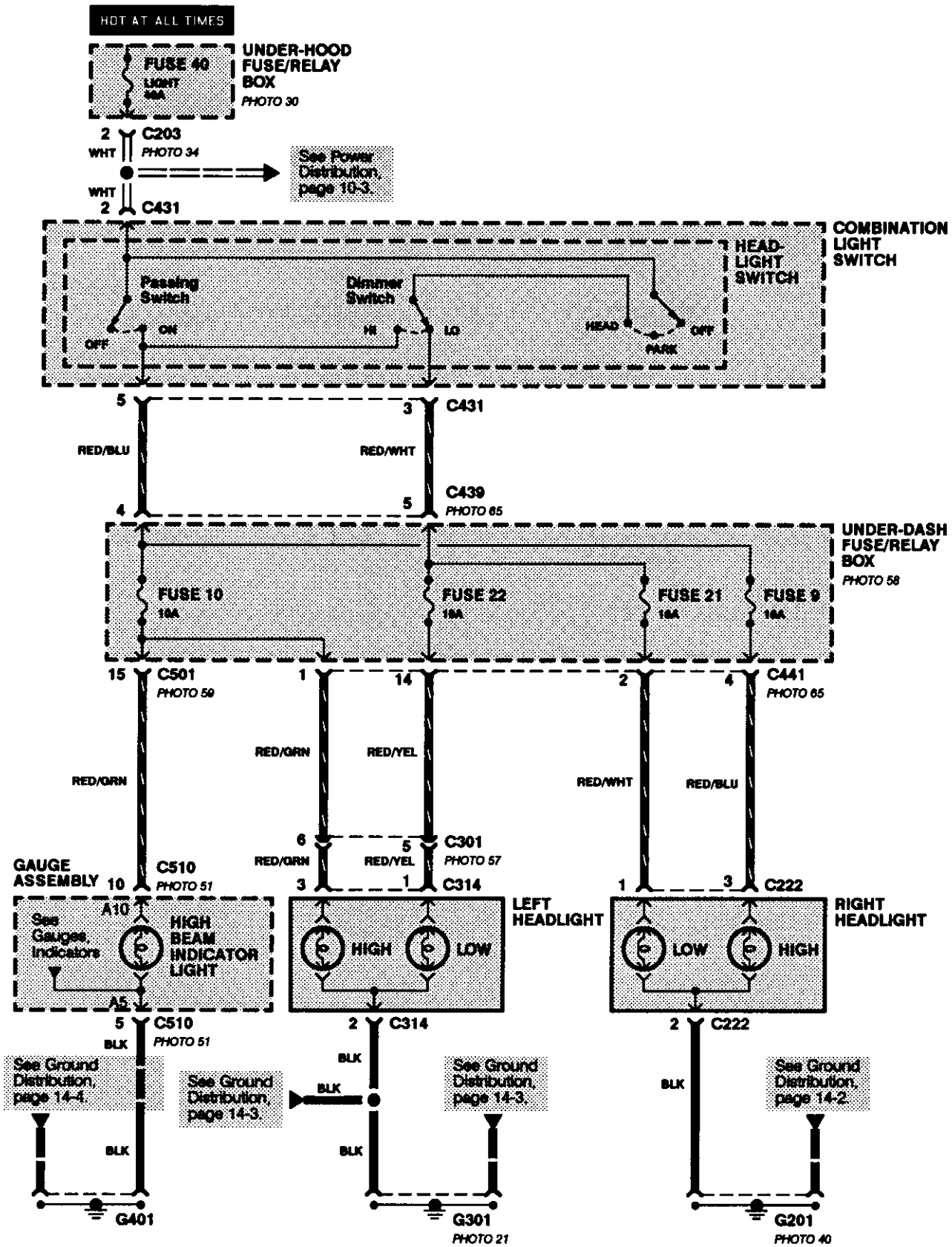



HOT IN RUN
HOT AT ALL TIMES
FUSE 16
7.5A
FUSE 17
10A
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
12
C441
PHOTO 65
C917
(OPTION CONNECTOR C)
PHOTO 60
C916
(OPTION CONNECTOR) B
PHOTO 61
19
C441
PHOTO 65
From C431 on facing page.
A
YEL
WHT/YEL
RED
2
C412
2
4
C411
DAYTIME RUNNING LIGHTS CONTROL UNIT
Ignition
Battery
Lights-on input
Parking brake input
Brake system output
Headlight control
Ground
6
3
C412
1
C411
1
C412
RED/GRN
GRN/RED
RED/BLU
14
C302
PHOTO 57
RED/BLU
BLK
See Brake System Indicator Light
3
C308
DAYTIME RUNNING LIGHTS RESISTOR
9
C415
PHOTO 53
1
2
C308
See Ground Distribution, page 14-5.
GRN/RED
RED/GRN
RED/BLU
7
8
C301
PHOTO 57
BLK
RED/GRN
RED/BLU
C560
PARKING BRAKE SWITCH
Closed with parking brake applied.
PHOTO 76
B
C
To C301 on facing page.
To C222 on facing page.
G401

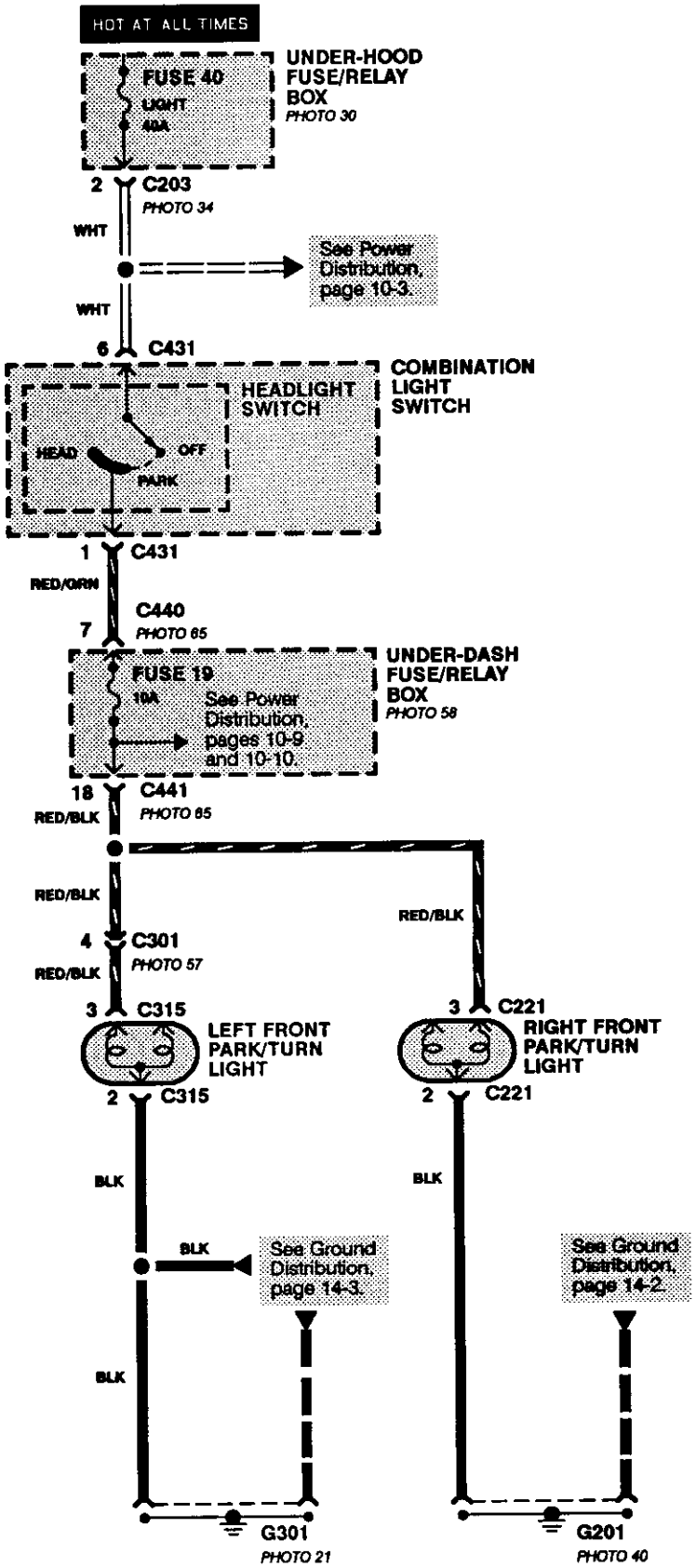
(cont'd)

Exterior Lights (cont'd)

– Headlights (U.S. Models)



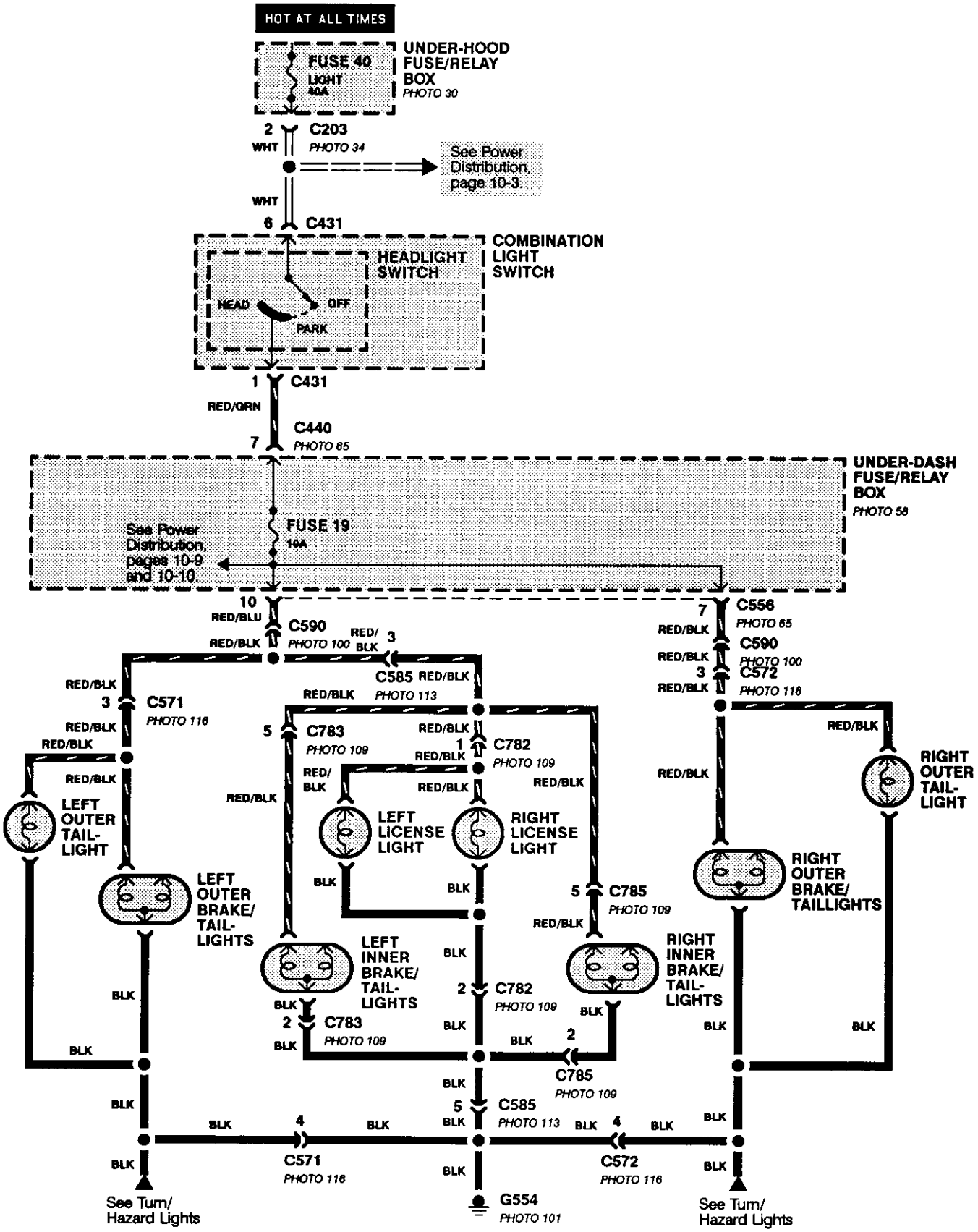
– Parking Lights



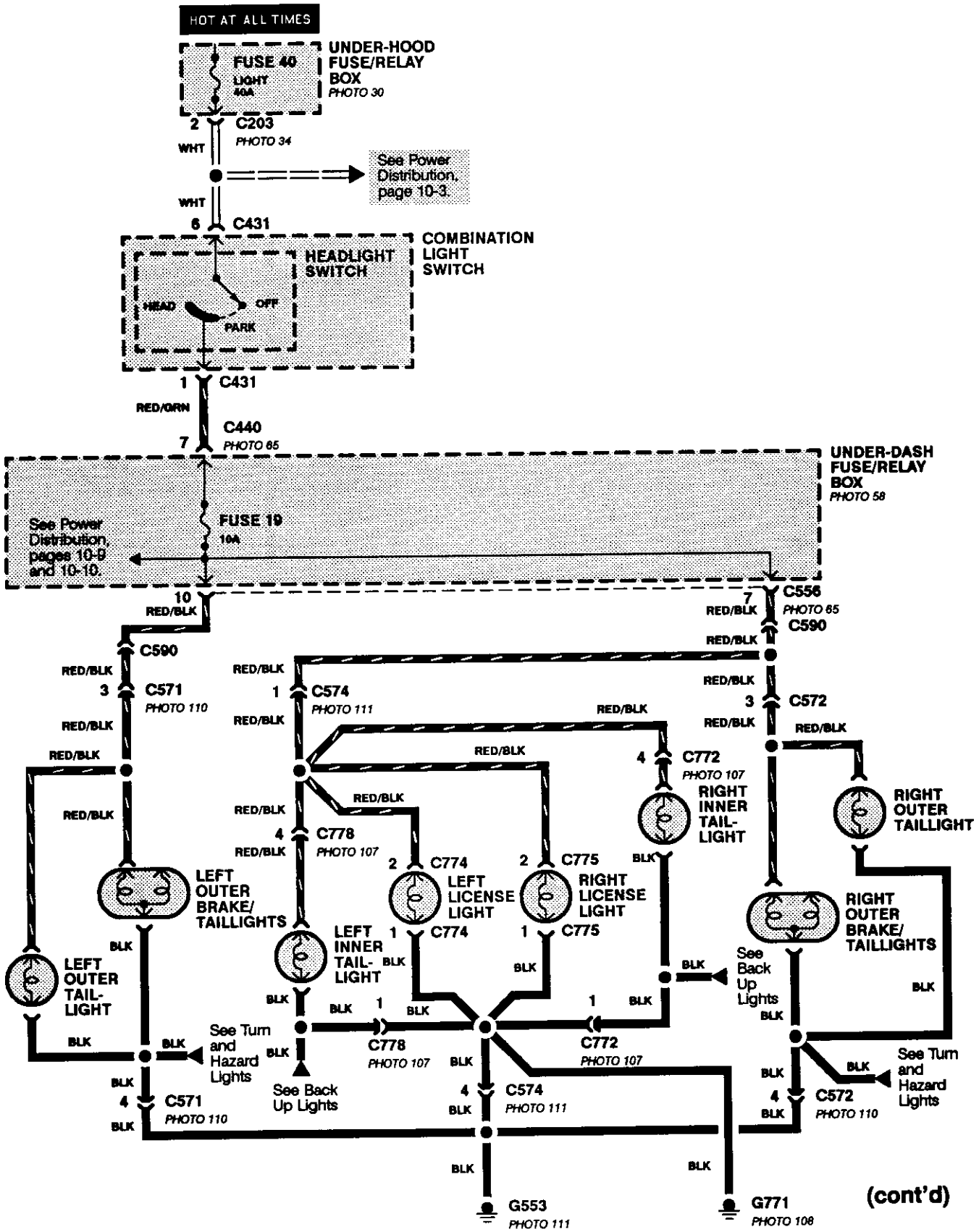
(cont'd)

Exterior Lights (cont'd)

– Tail and License Plate Lights (Sedan)



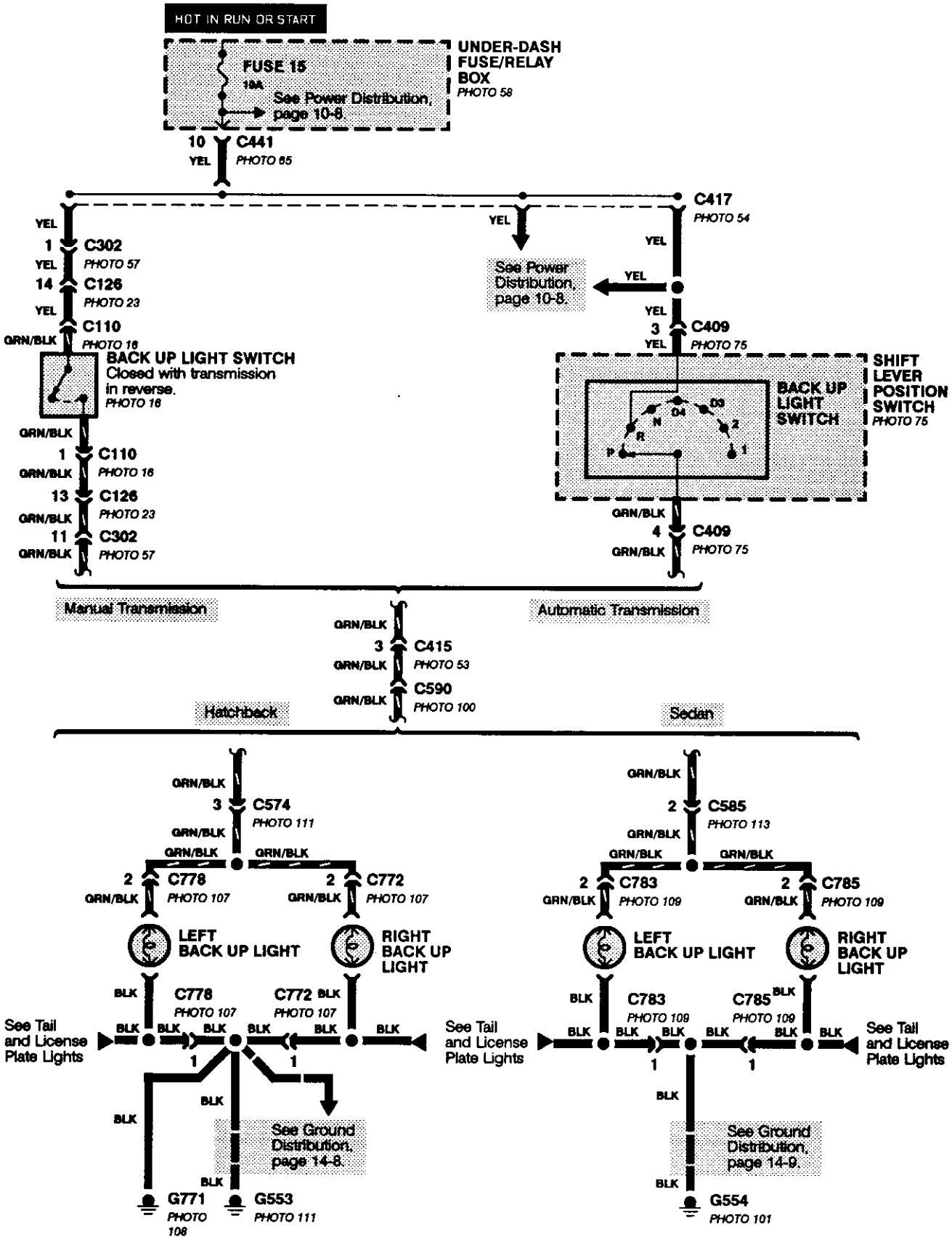
– Tail and License Plate Lights (Hatchback)



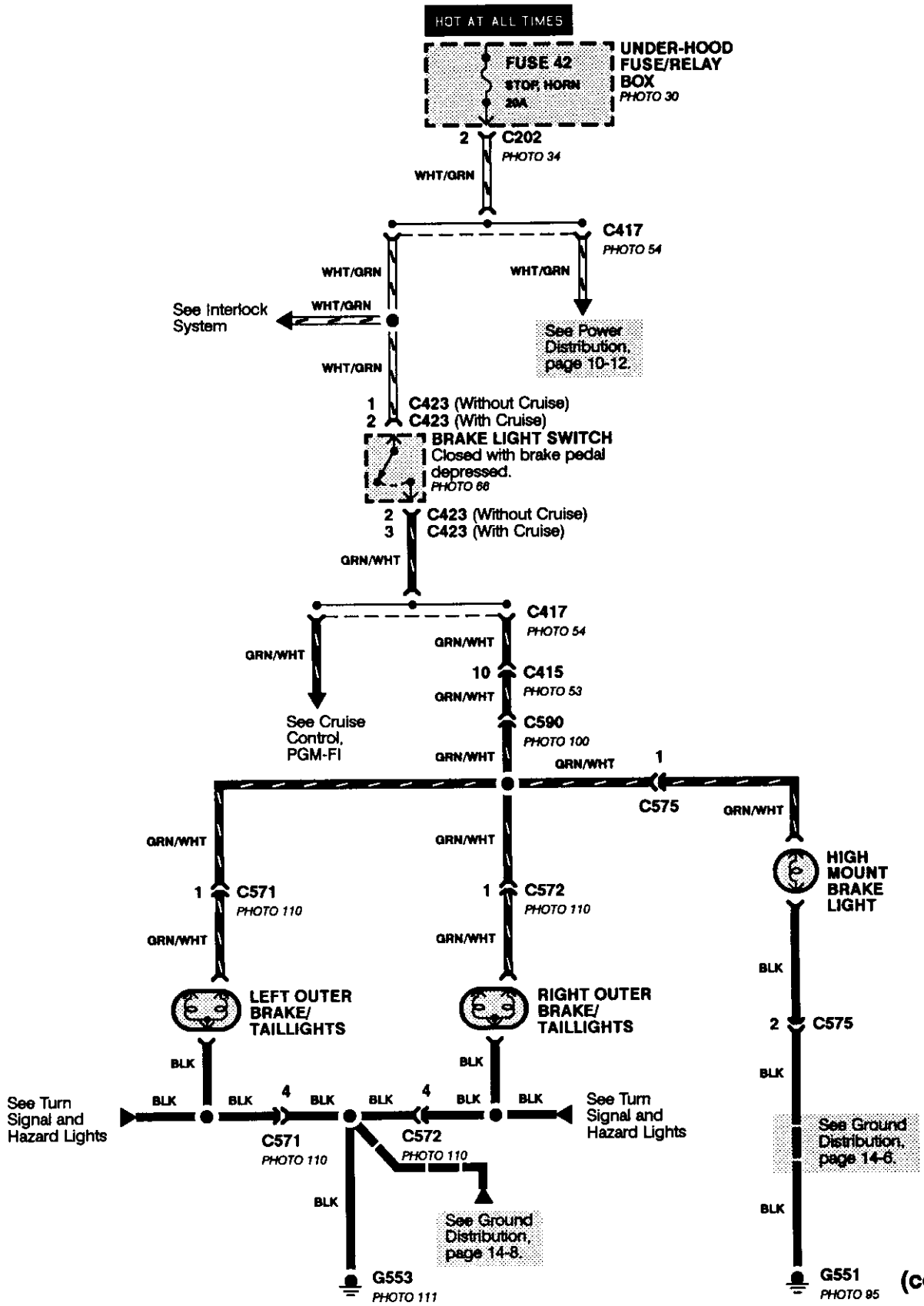
(cont'd)

Exterior Lights (cont'd)

- Back Up Lights



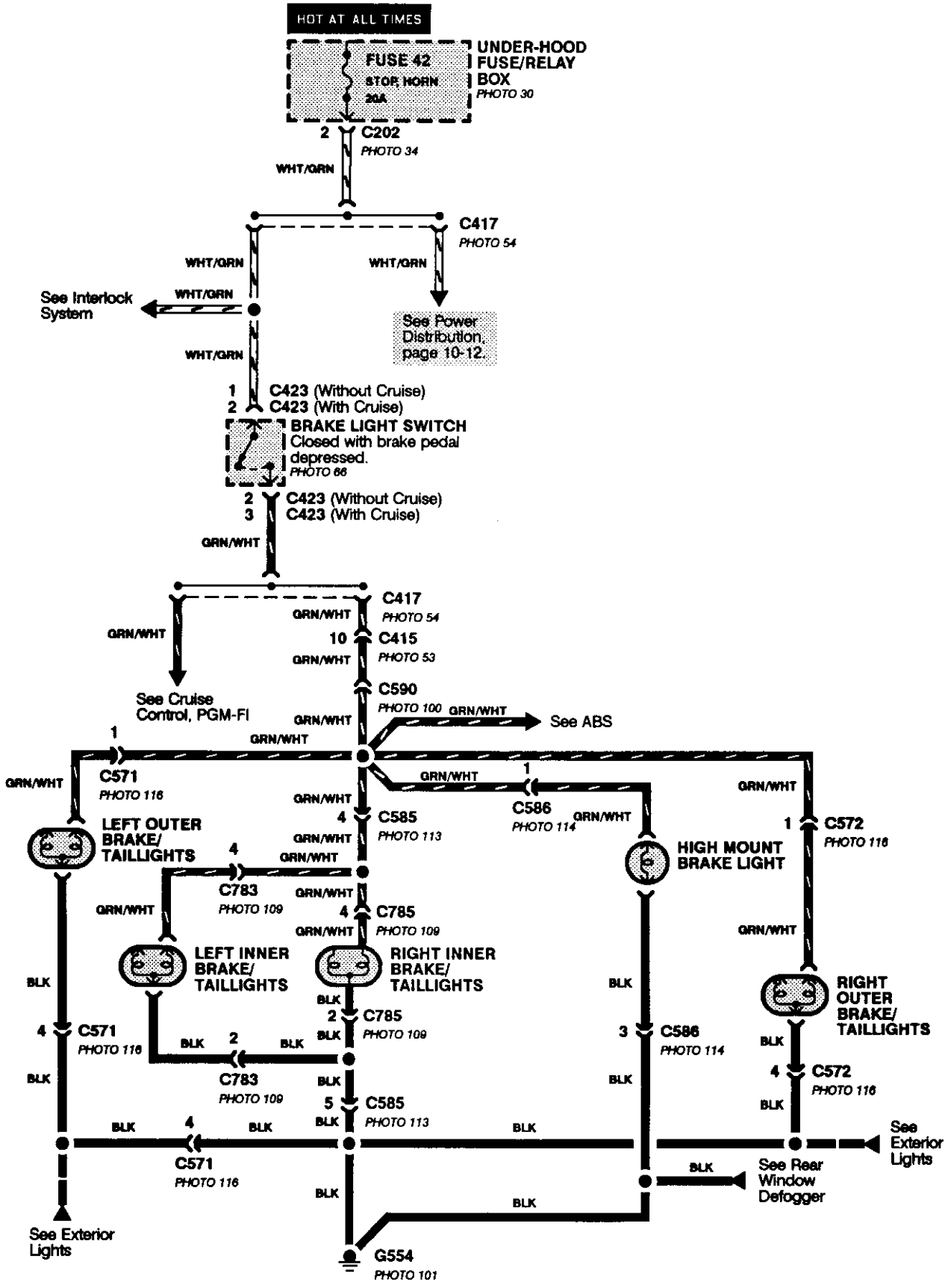
Brake Lights (Hatchback)



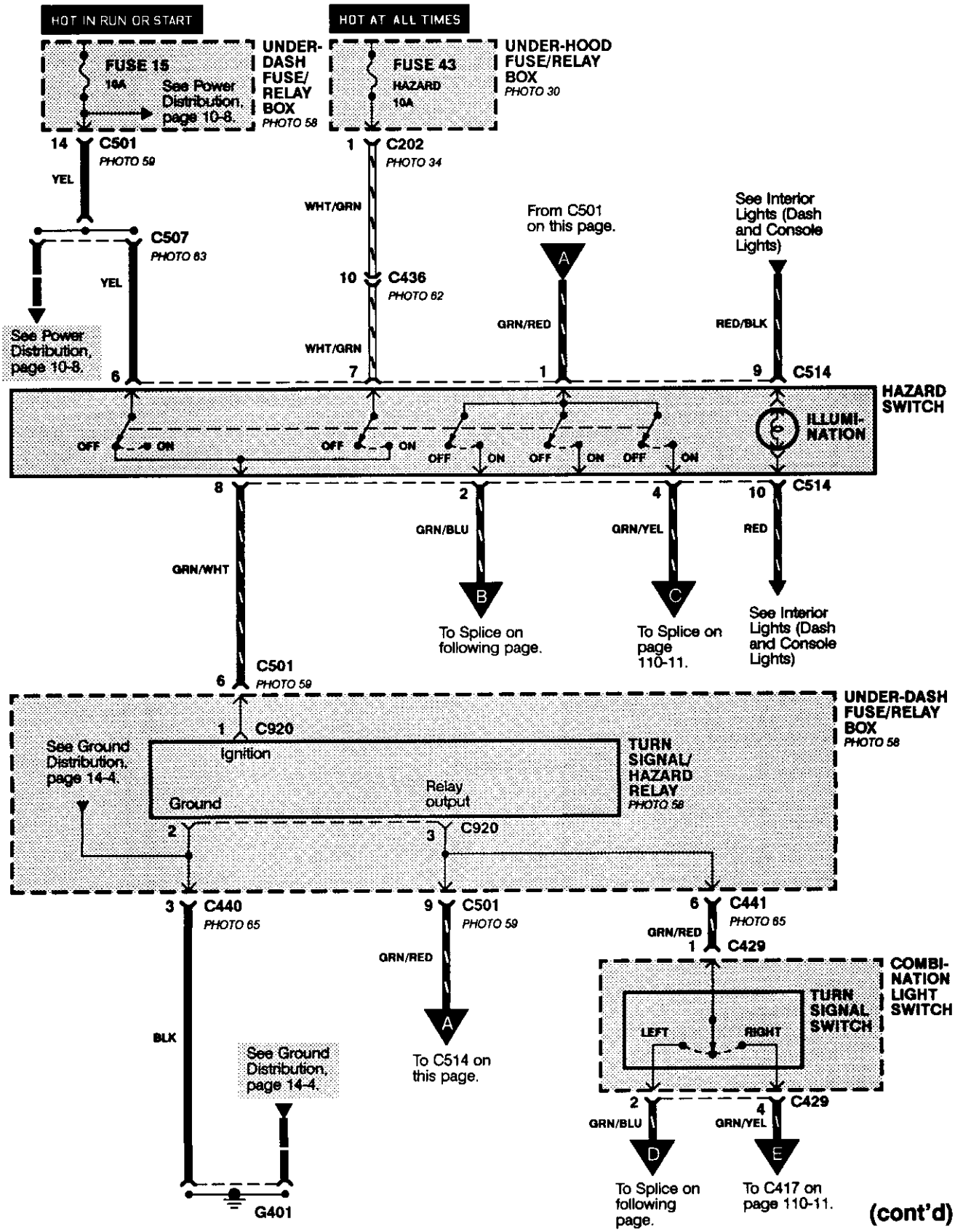
(cont'd)

Exterior Lights (cont'd)

– Brake Lights (Sedan)



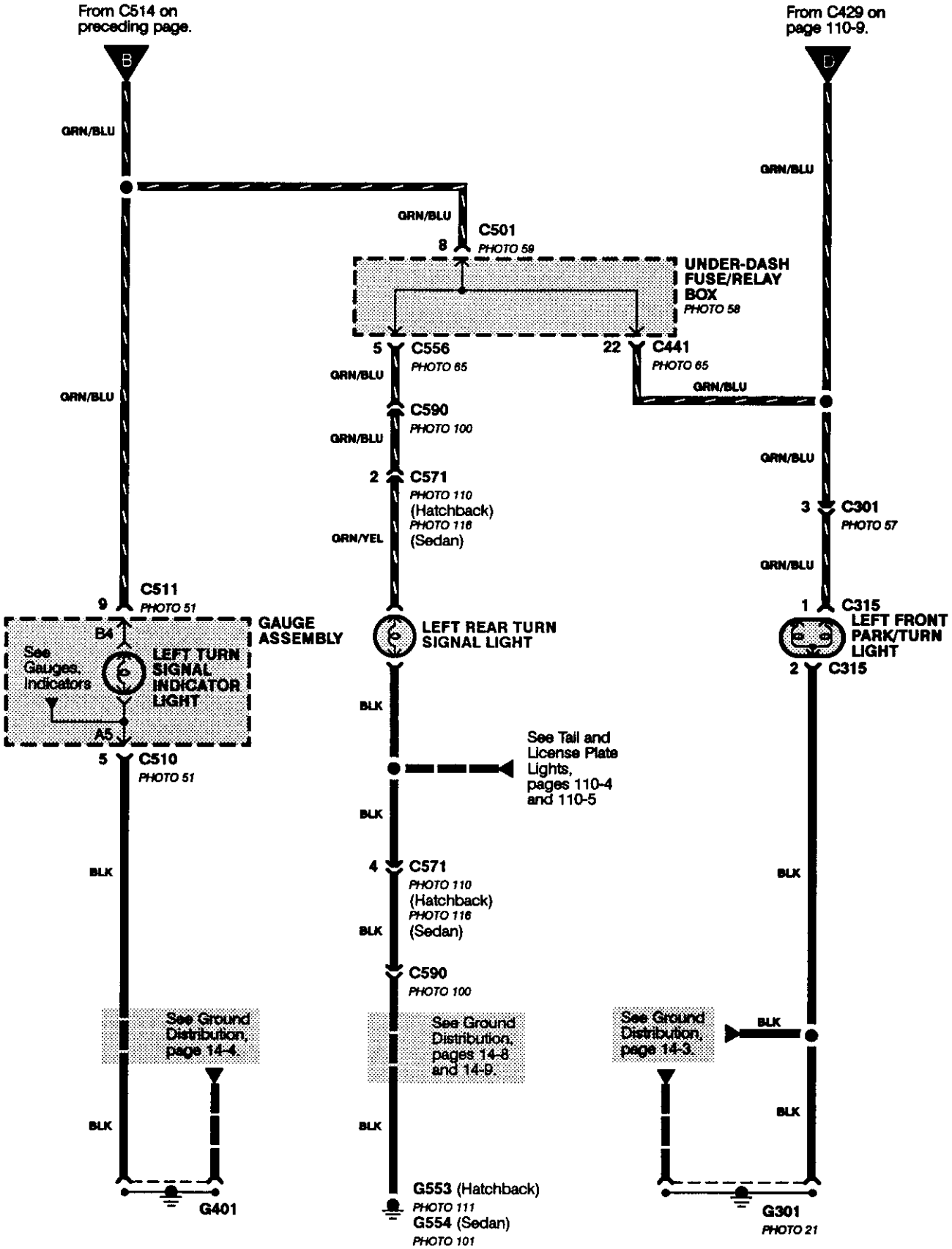
Turn Signal and Hazard Lights

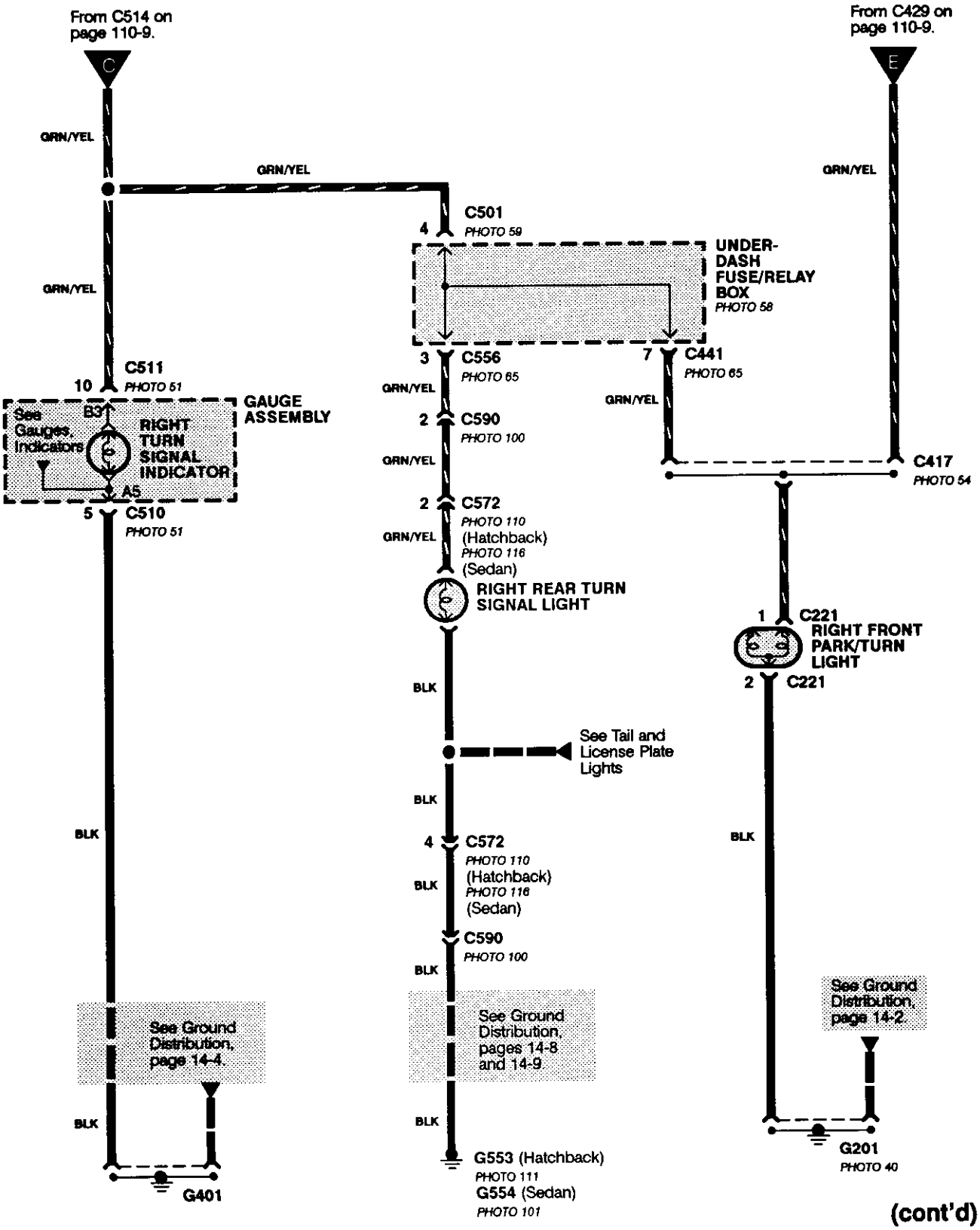


(cont'd)

Exterior Lights

– Turn Signal and Hazard Lights (cont'd)

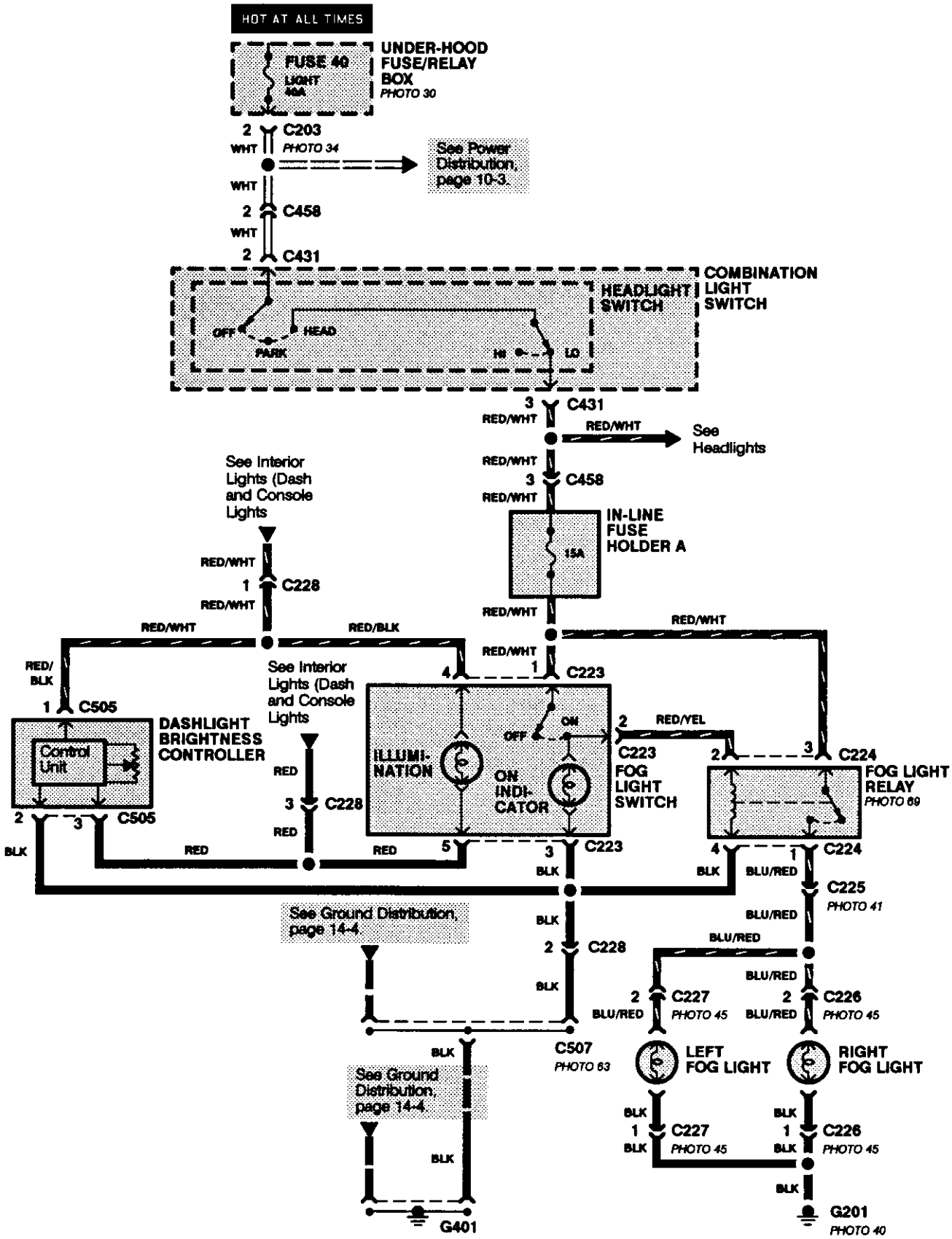



From C514 on page 110-9.
C
GRN/YEL
GRN/YEL
GRN/YEL
C501
4
PHOTO 59
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
3
C556
PHOTO 65
7
C441
PHOTO 65
From C429 on page 110-9.
E
GRN/YEL
GRN/YEL
C417
PHOTO 54
10
C511
PHOTO 51
GAUGE ASSEMBLY
See Gauges, Indicators
B3
RIGHT TURN SIGNAL INDICATOR
A5
2
C590
PHOTO 100
GRN/YEL
2
C572
PHOTO 110
(Hatchback)
PHOTO 116
(Sedan)
GRN/YEL
RIGHT REAR TURN SIGNAL LIGHT
1
C221
RIGHT FRONT PARK/TURN LIGHT
2
C221
5
C510
PHOTO 51
BLK
BLK
See Tail and License Plate Lights
BLK
4
C572
PHOTO 110
(Hatchback)
PHOTO 116
(Sedan)
BLK
C590
PHOTO 100
BLK
BLK
BLK
See Ground Distribution, page 14-4.
See Ground Distribution, pages 14-8 and 14-9
See Ground Distribution, page 14-2
G401
G553 (Hatchback)
PHOTO 111
G554 (Sedan)
PHOTO 101
G201
PHOTO 40

(cont'd)

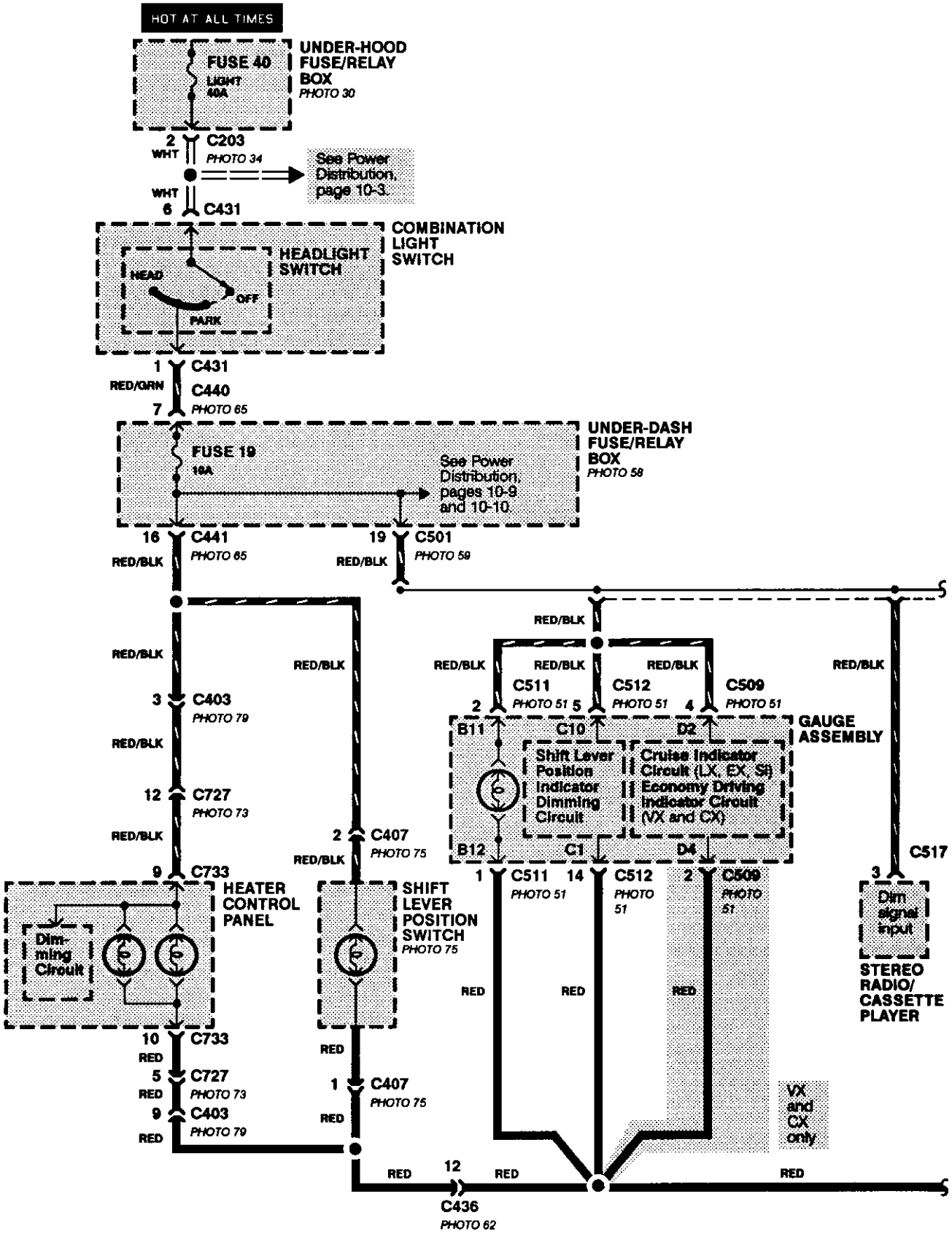
Exterior Lights (cont'd)

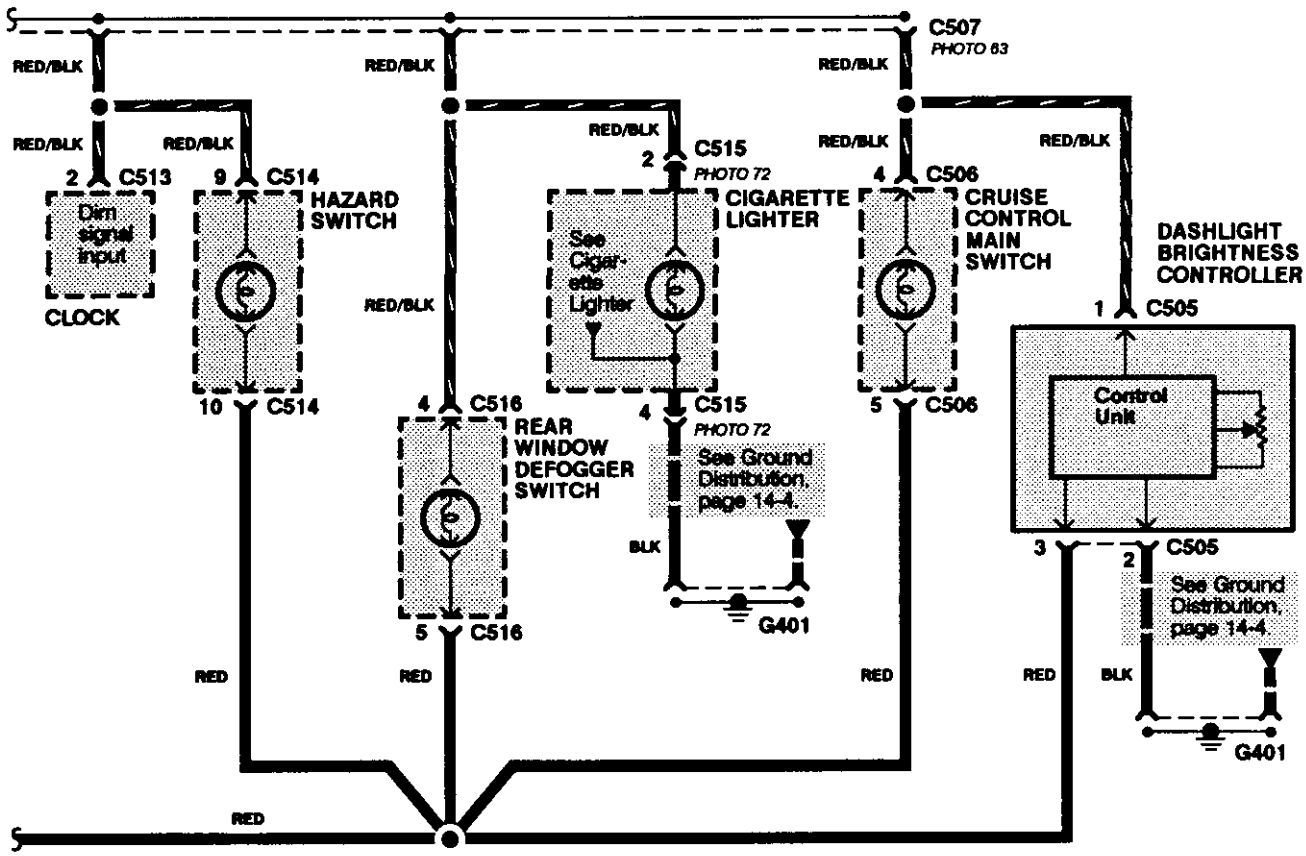
Fog Lights



Interior Lights

– Dash and Console Lights

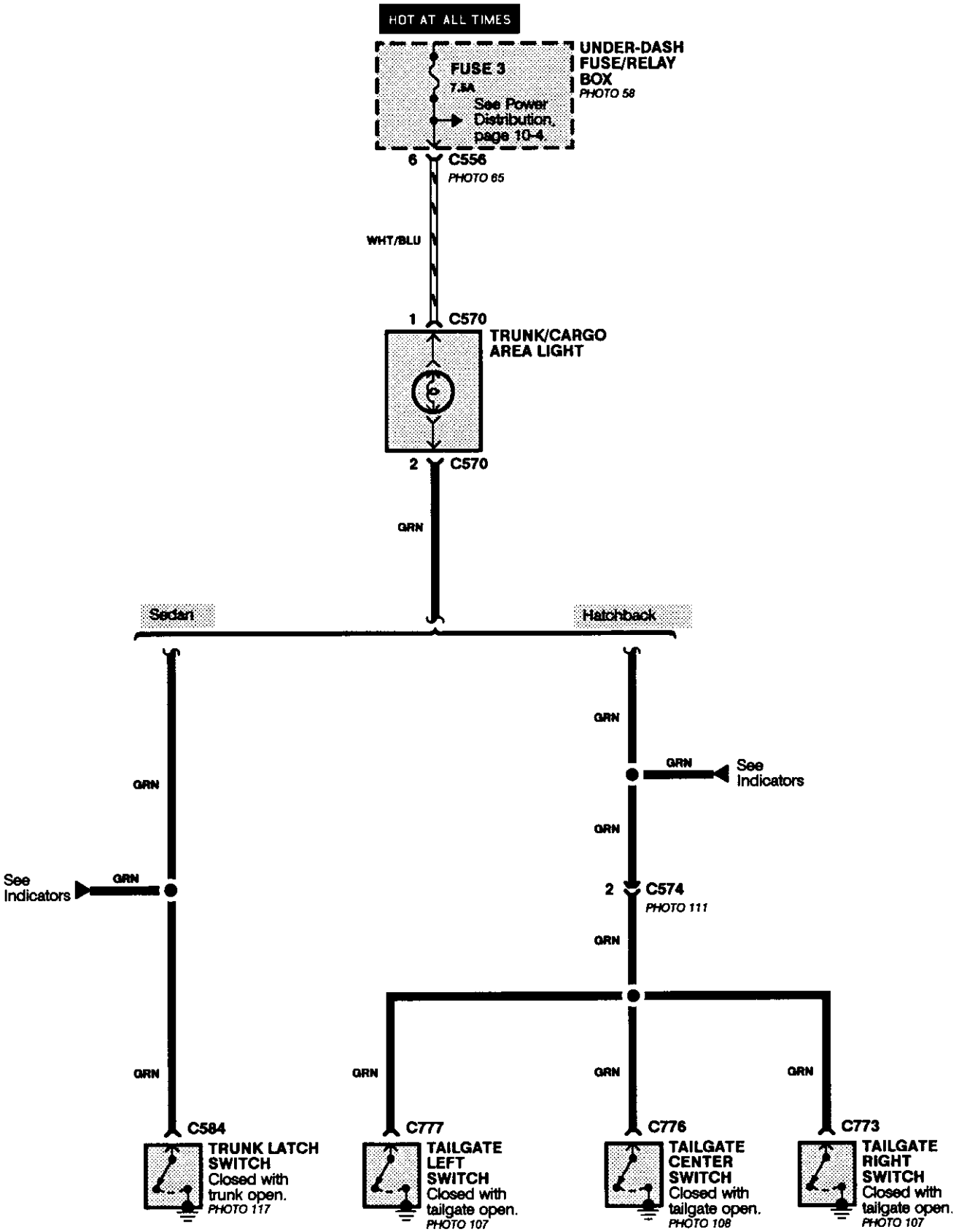



C507
PHOTO 63
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
2 C513
Dim signal input
CLOCK
9 C514
HAZARD SWITCH
10 C514
2 C515
PHOTO 72
See Cigarette Lighter
CIGARETTE LIGHTER
4 C515
PHOTO 72
See Ground Distribution, page 14-4.
BLK
G401
4 C506
CRUISE CONTROL MAIN SWITCH
5 C506
DASHLIGHT BRIGHTNESS CONTROLLER
1 C505
Control Unit
3 C505
2 C505
See Ground Distribution, page 14-4.
BLK
G401
4 C516
REAR WINDOW DEFOGGER SWITCH
5 C516
RED
RED
RED
RED
RED
RED

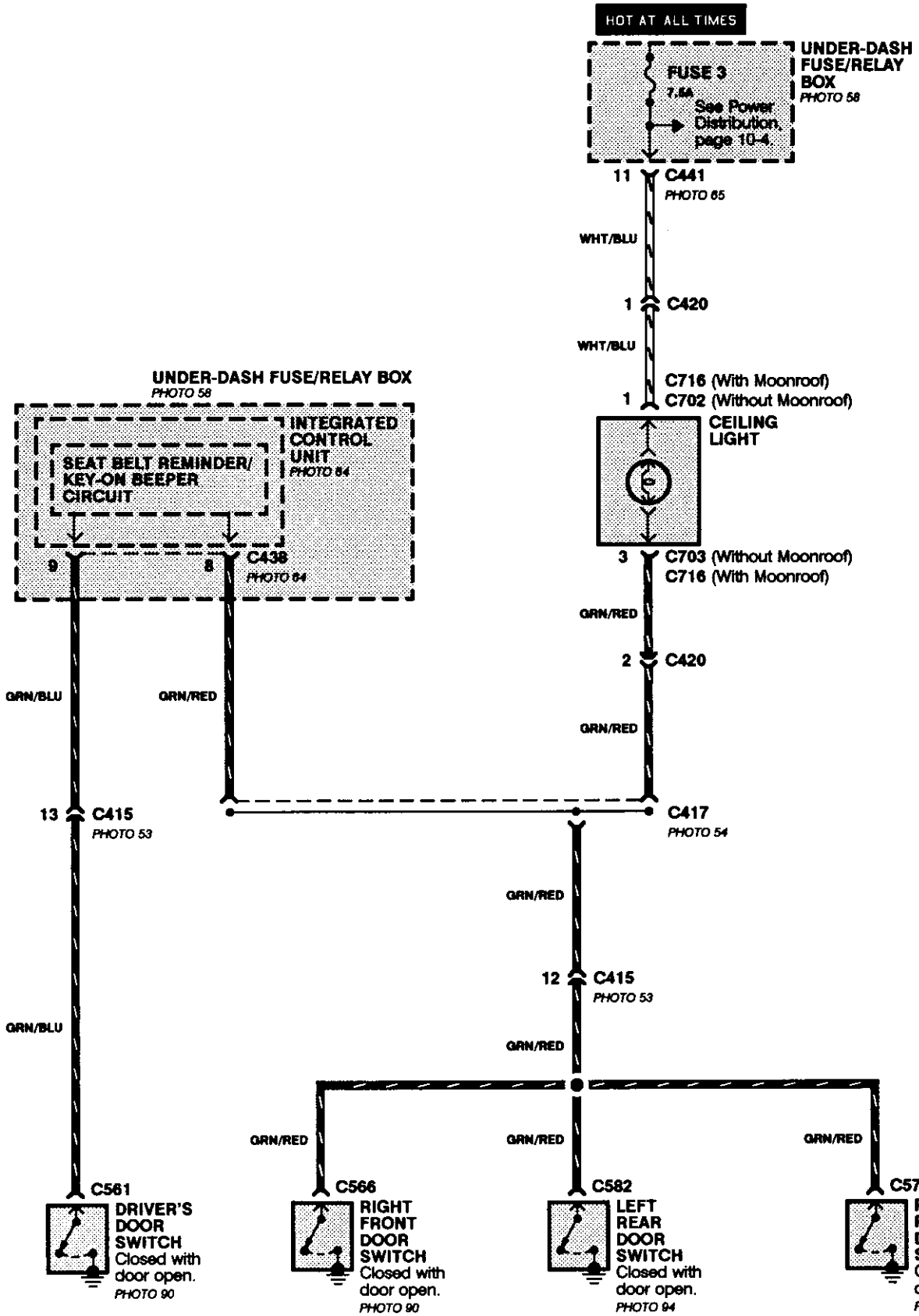
(cont'd)

Interior Lights (cont'd)

– Trunk Light

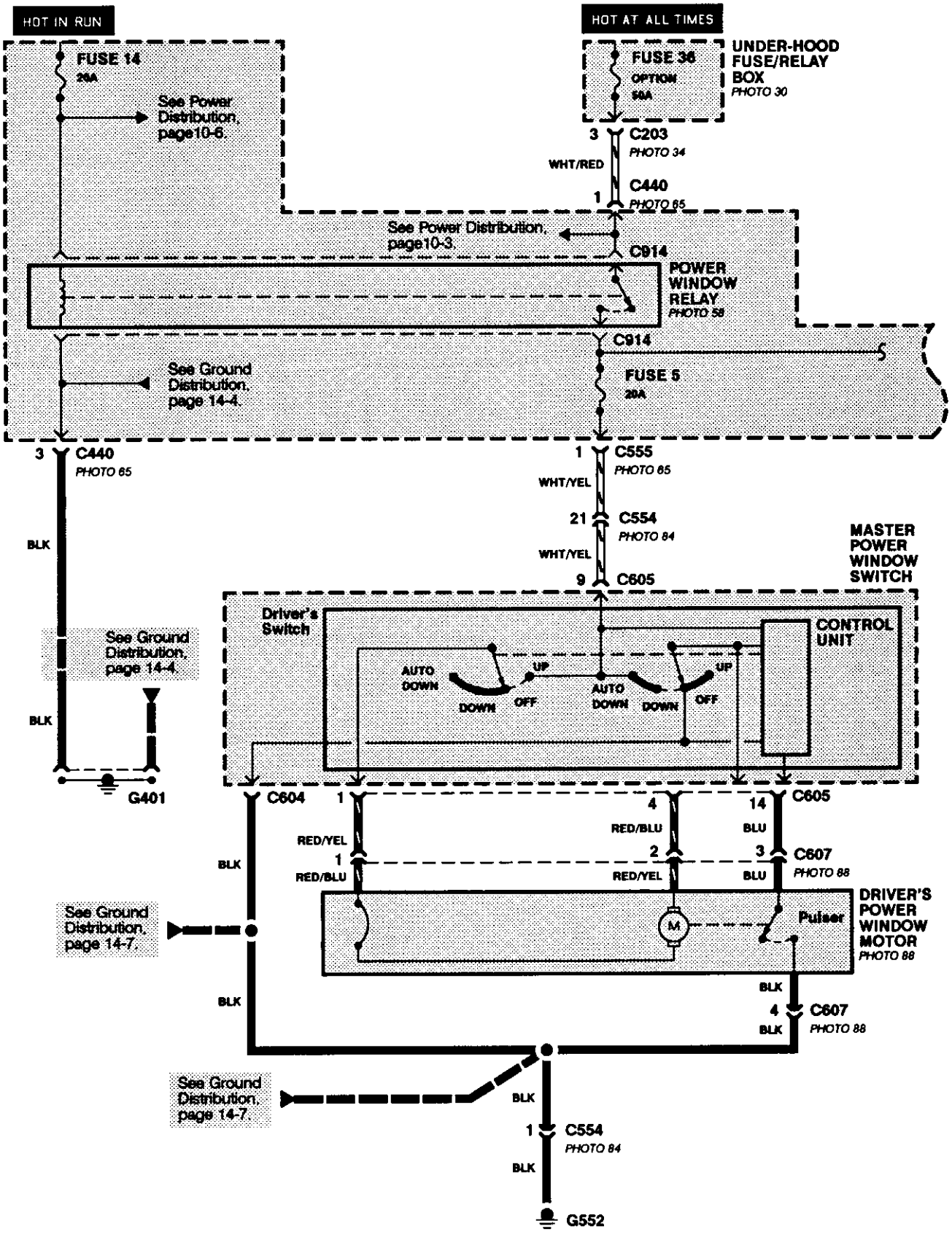


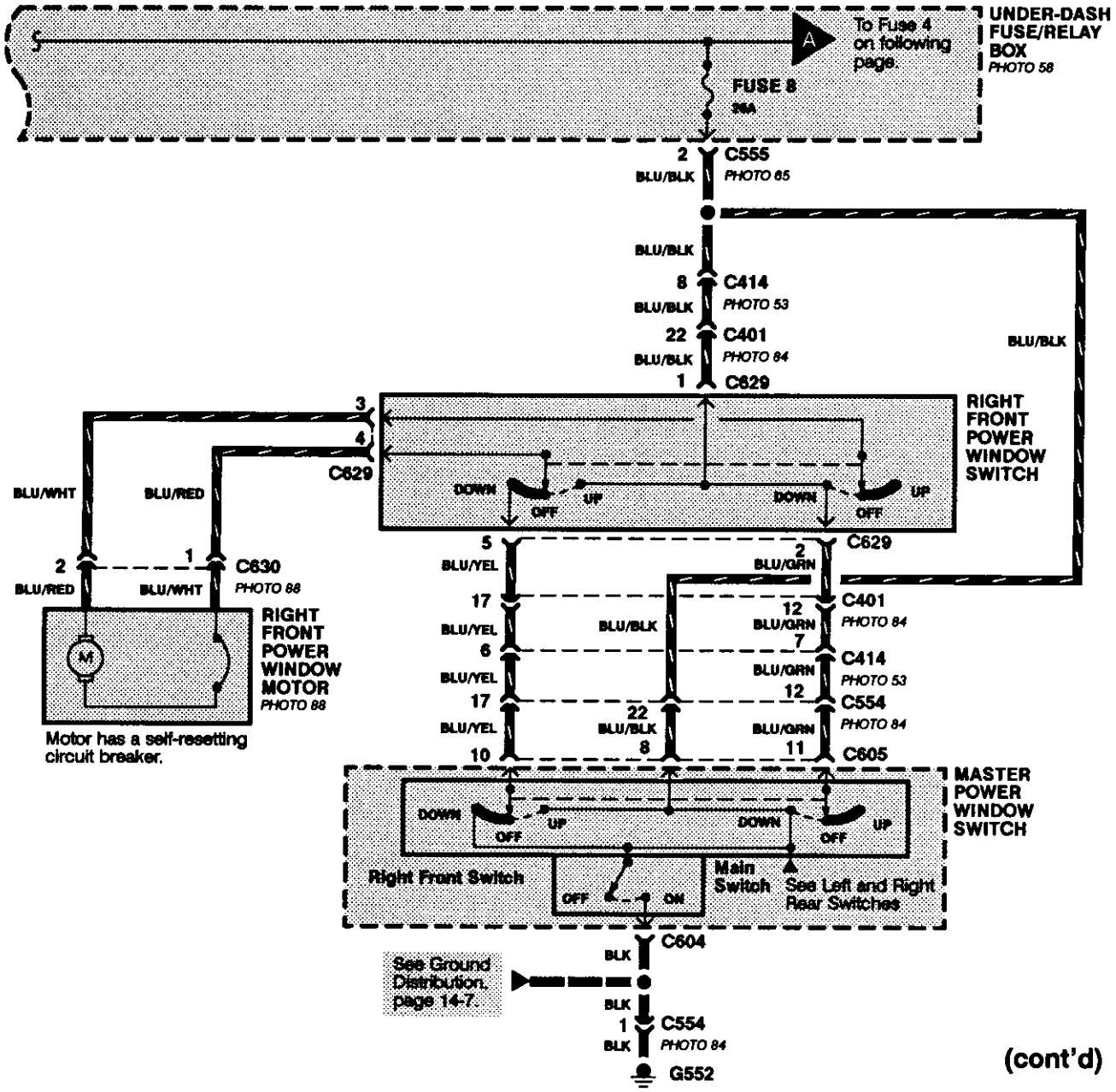
Ceiling Light



Power Windows

– Driver's Door, and Right Front Door

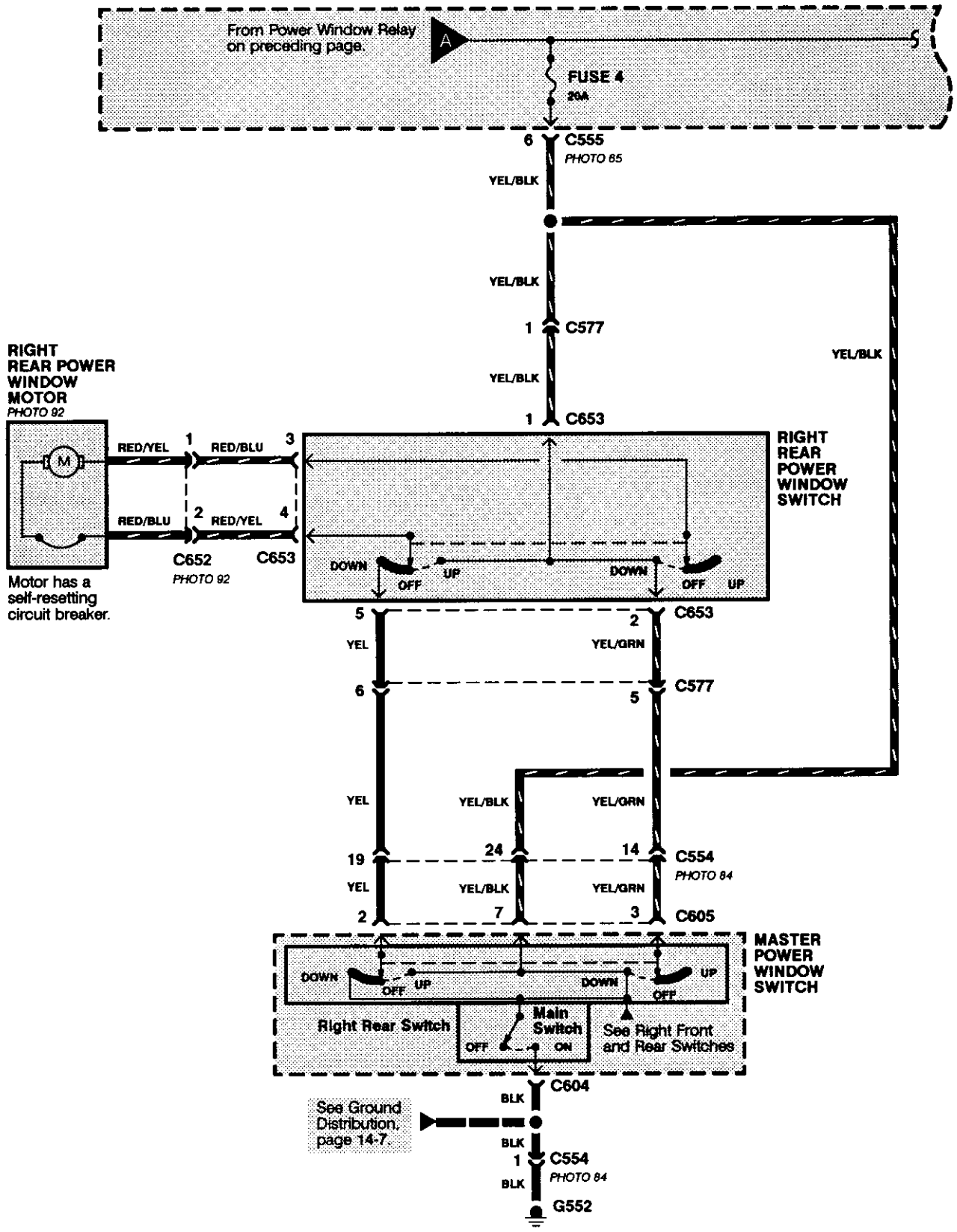


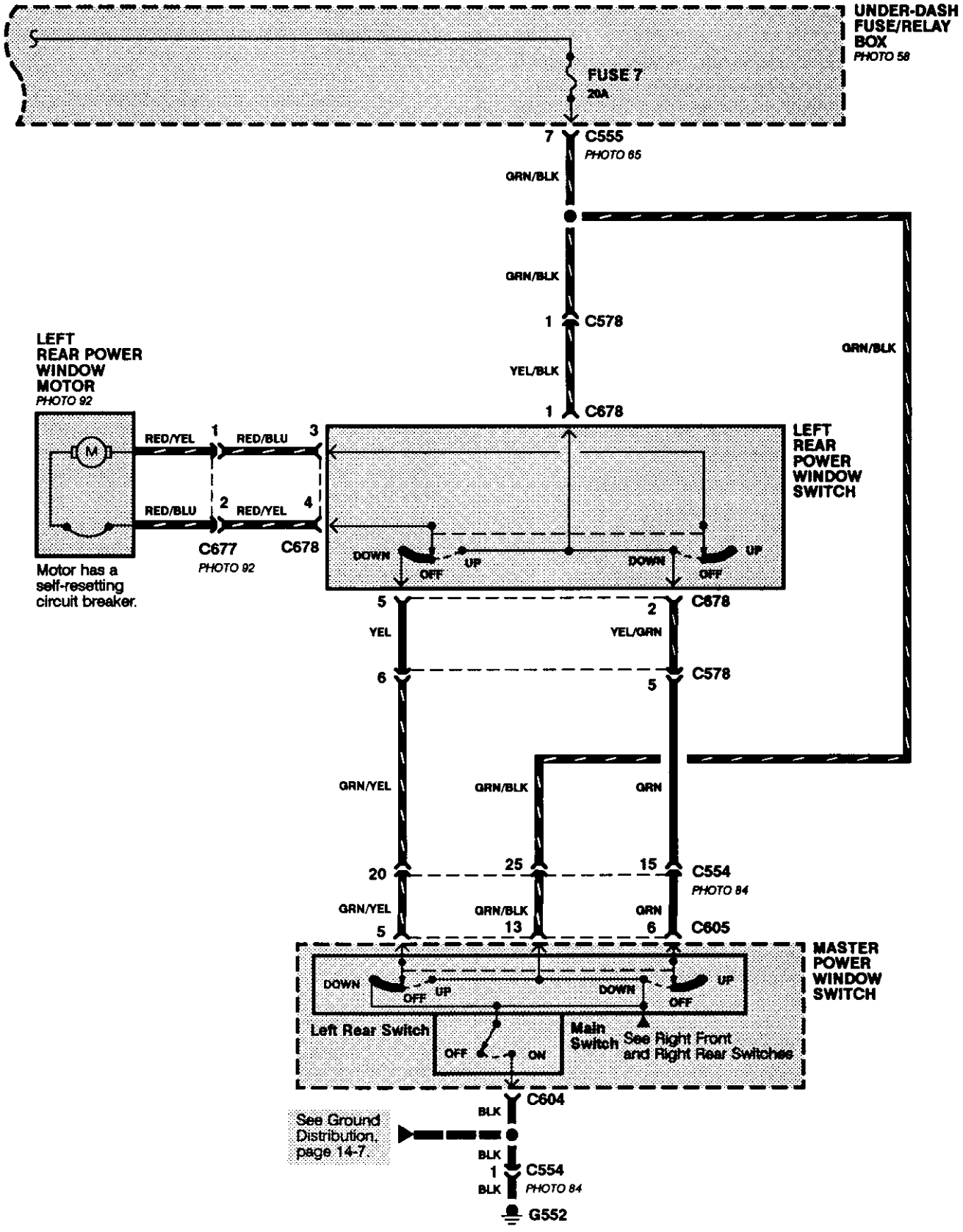

UNDER-DASH FUSE/RELAY BOX
PHOTO 58
To Fuse 4 on following page.
FUSE 8
30A
2
C555
BLU/BLK
PHOTO 65
BLU/BLK
8
C414
BLU/BLK
PHOTO 53
22
C401
BLU/BLK
PHOTO 84
1
C629
BLU/BLK
3
4
C629
RIGHT FRONT POWER WINDOW SWITCH
DOWN
OFF
UP
DOWN
OFF
UP
BLU/WHT
BLU/RED
2
1
C630
BLU/RED
BLU/WHT
PHOTO 88
RIGHT FRONT POWER WINDOW MOTOR
PHOTO 88
M
Motor has a self-resetting circuit breaker.
5
BLU/YEL
2
BLU/GRN
C629
17
BLU/YEL
12
BLU/GRN
C401
PHOTO 84
BLU/BLK
6
BLU/YEL
7
BLU/GRN
C414
PHOTO 53
17
BLU/YEL
12
BLU/GRN
C554
PHOTO 84
22
BLU/BLK
10
BLU/YEL
8
11
C605
MASTER POWER WINDOW SWITCH
DOWN
OFF
UP
DOWN
OFF
UP
Right Front Switch
OFF
ON
Main Switch
See Left and Right Rear Switches
C604
BLK
See Ground Distribution, page 14-7.
BLK
1
C554
BLK
PHOTO 84
G552

(cont'd)

Power Windows (cont'd)

– Rear Doors




UNDER-DASH FUSE/RELAY BOX
PHOTO 58
FUSE 7
20A
7 C555
PHOTO 65
GRN/BLK
GRN/BLK
1 C578
YEL/BLK
1 C678
GRN/BLK
LEFT REAR POWER WINDOW MOTOR
PHOTO 92
RED/YEL
1
RED/BLU
3
RED/BLU
2
RED/YEL
4
C677
C678
PHOTO 92
Motor has a self-resetting circuit breaker.
LEFT REAR POWER WINDOW SWITCH
DOWN
UP
OFF
DOWN
UP
OFF
5 YEL
2 YEL/GRN C678
6
5 C578
GRN/YEL
GRN/BLK
GRN
20
25
15 C554
PHOTO 84
GRN/YEL
GRN/BLK
GRN
5
13
6 C605
MASTER POWER WINDOW SWITCH
DOWN
UP
OFF
DOWN
UP
OFF
Left Rear Switch
OFF
ON
Main Switch
See Right Front and Right Rear Switches
C604
BLK
See Ground Distribution, page 14-7.
BLK
1 C554
BLK
PHOTO 84
G552

Power Windows (cont'd)

How the Circuit Works

⚠ WARNING

You could injure your arms, hands, or fingers if you unintentionally switch the driver's window to "automatic down" while working in that door with the power on. Disconnect the window switch connector or the battery when working in the driver's door.

System Description

The operation of the power windows is controlled by the main switch in the master power window switch. When the main switch is in OFF, only the driver's door window can be opened or closed. With the main switch ON, all windows can be opened or closed either by switches in the master panel, or switches in the doors. The driver's window switch also has an automatic down mode which is turned on by pushing the switch down to its second position.

The power windows are driven by reversible motors. Each motor is protected by a built-in circuit breaker. If the window switch is held on too long (with the window obstructed, or after the window is fully up or down), the circuit breaker opens the circuit. The circuit breaker resets automatically as it cools.

Driver's Window

With the ignition switch in RUN, voltage is provided to the coil of the power window relay through fuse 14. The contacts of the power window relay close, and voltage is applied to the master power window switch. When you move the master power window switch to UP, voltage is applied to the driver's power window motor. The motor's ground path is back through the master power window switch. The driver's power window motor drives the window up. When you move the master power window switch to DOWN, voltage is applied in the opposite direction to the driver's power window motor and the motor drives the window down.

Automatic Down (Driver's Window)

With the ignition switch in RUN or START, voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied to the master power window switch. When you push the driver's switch to the AUTO DOWN position, voltage is applied through the driver's switch to the driver's power window motor. The control unit receives pulses at the pulser input while the motor is operating. When the window is fully down, the motor stops, and pulses are no longer generated by the pulser. This is sensed by the control unit at the pulser input, and voltage is no longer applied to the driver's power window motor.

Passenger Windows

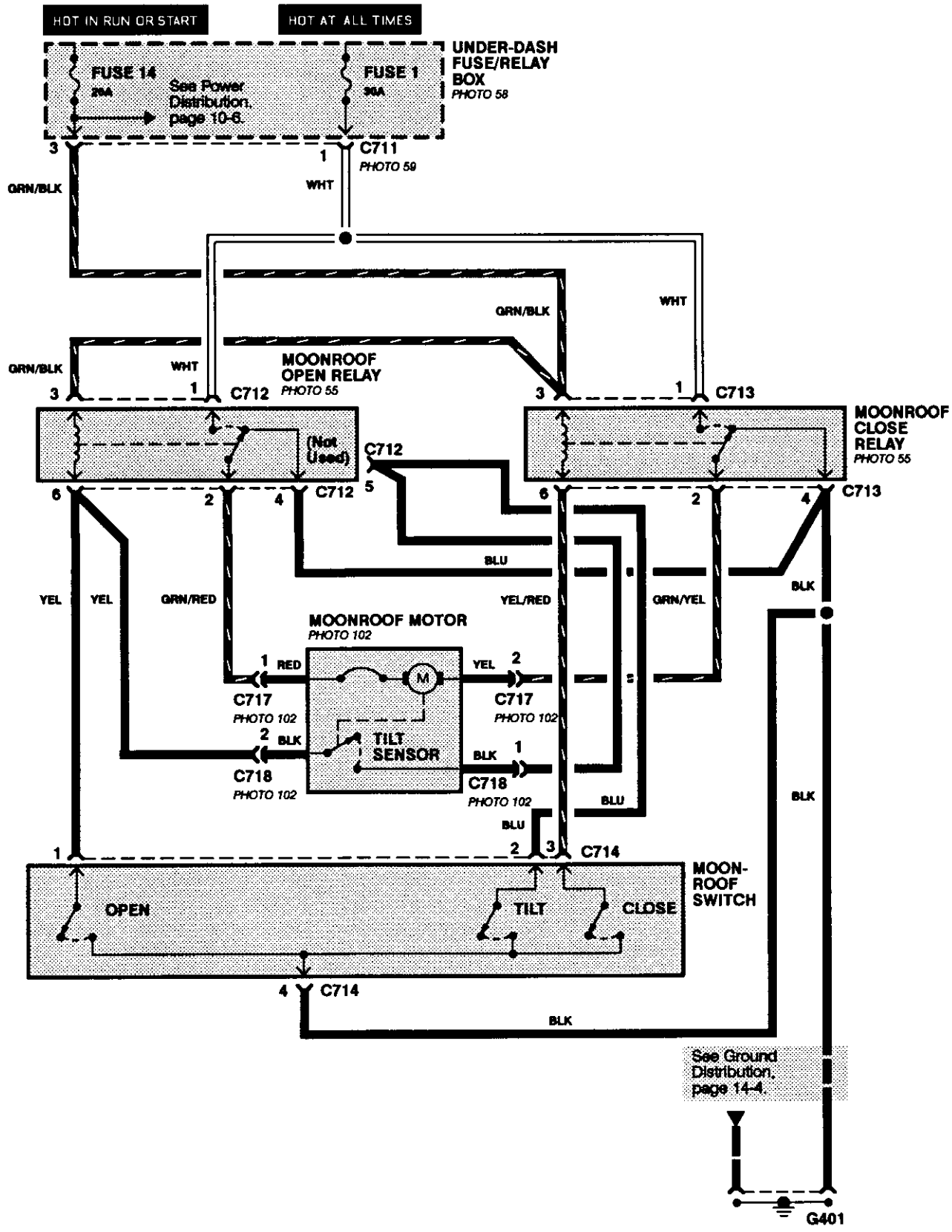
With the ignition switch in RUN, voltage is applied to the coil of the power window relay through fuse 14. The contacts of the power window relay close, then, voltage is applied to the individual window switches and the master power window switch. With the master panel main switch ON, the passenger windows can be operated from the individual window switches or from the master panel switches.

When you move the right front window switch to UP, voltage is applied to the right front power window motor. The motor is grounded through the contacts in the right front power window switch and the master power window switch. The window moves up as long as the switch is held in the UP position. If the right front power window switch is moved to DOWN, voltage is applied in the opposite direction to the right front power window motor and the window moves down as long as the switch is held in the DOWN position. The other passenger windows operate similarly.

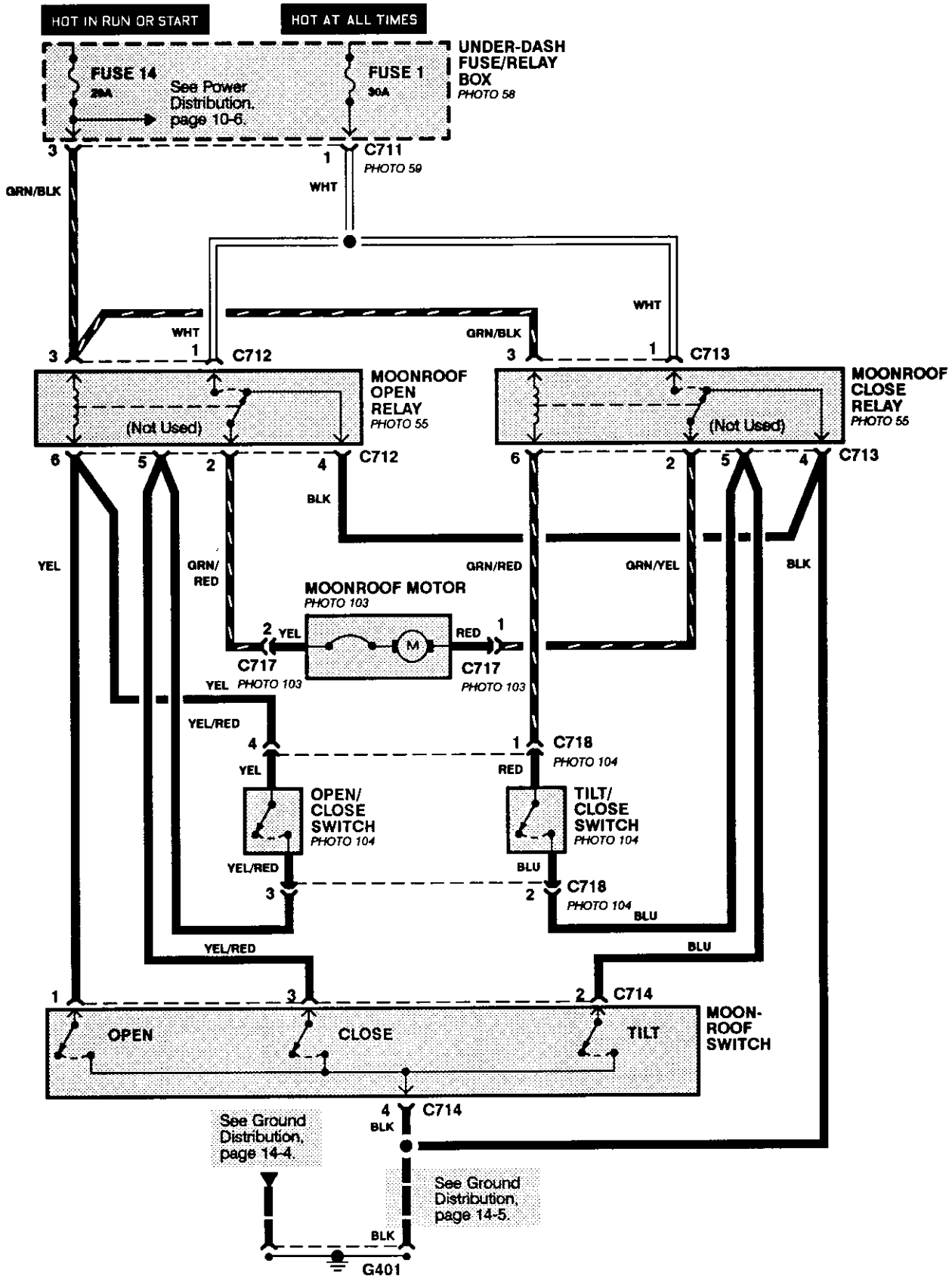
When you move the right front switch in the master panel to UP, voltage is applied through the right front window switch contacts to the right front power window motor. The motor is grounded through the contacts in the right front power window switch and the master power window switch. The window moves up as long as the switch is held in the UP position. If the right front switch in the master panel is moved to DOWN, voltage is applied in the opposite direction to the right front power window motor. The window moves down as long as the switch is held in the DOWN position. The other passenger windows operate similarly.

Moonroof

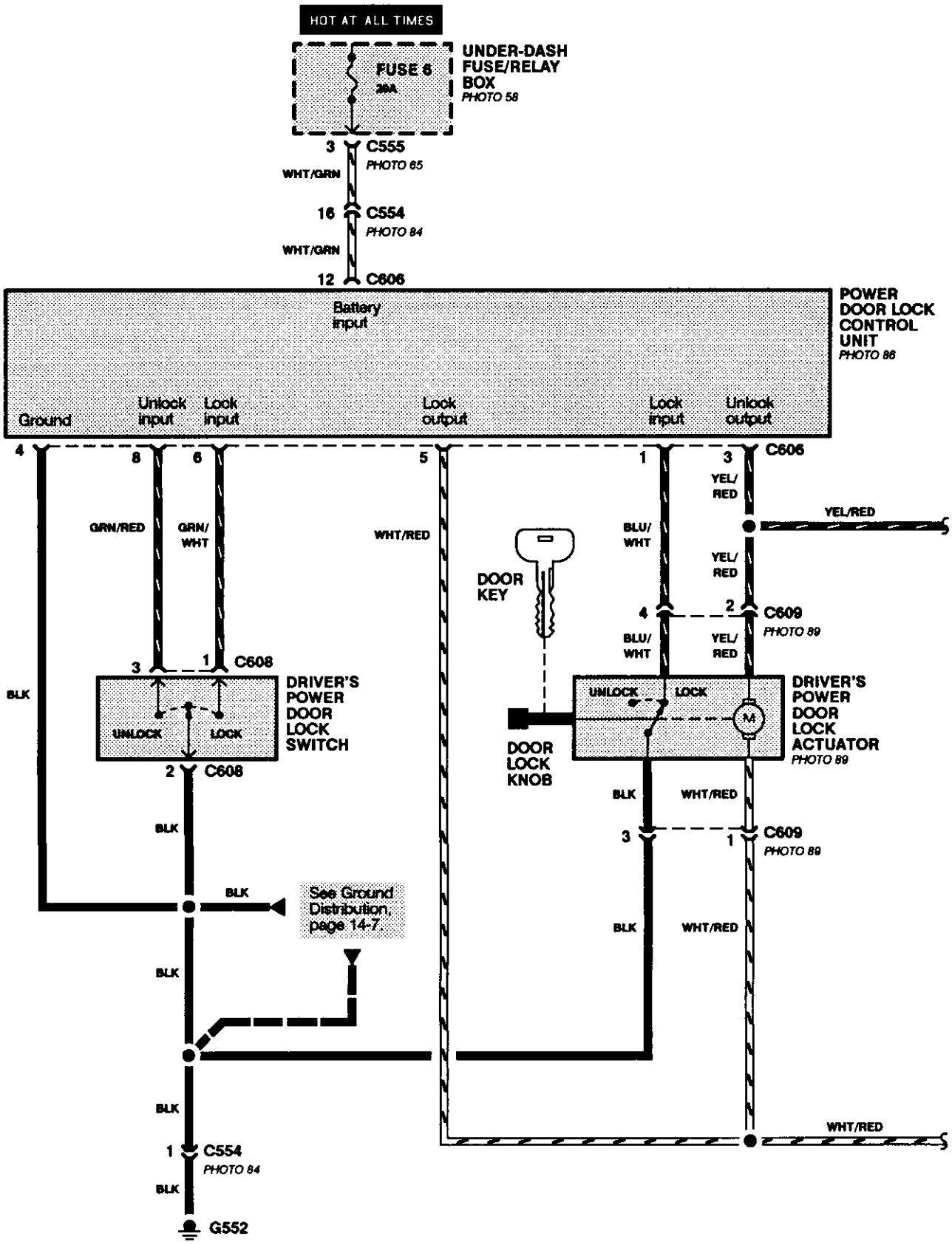
– Hatchback

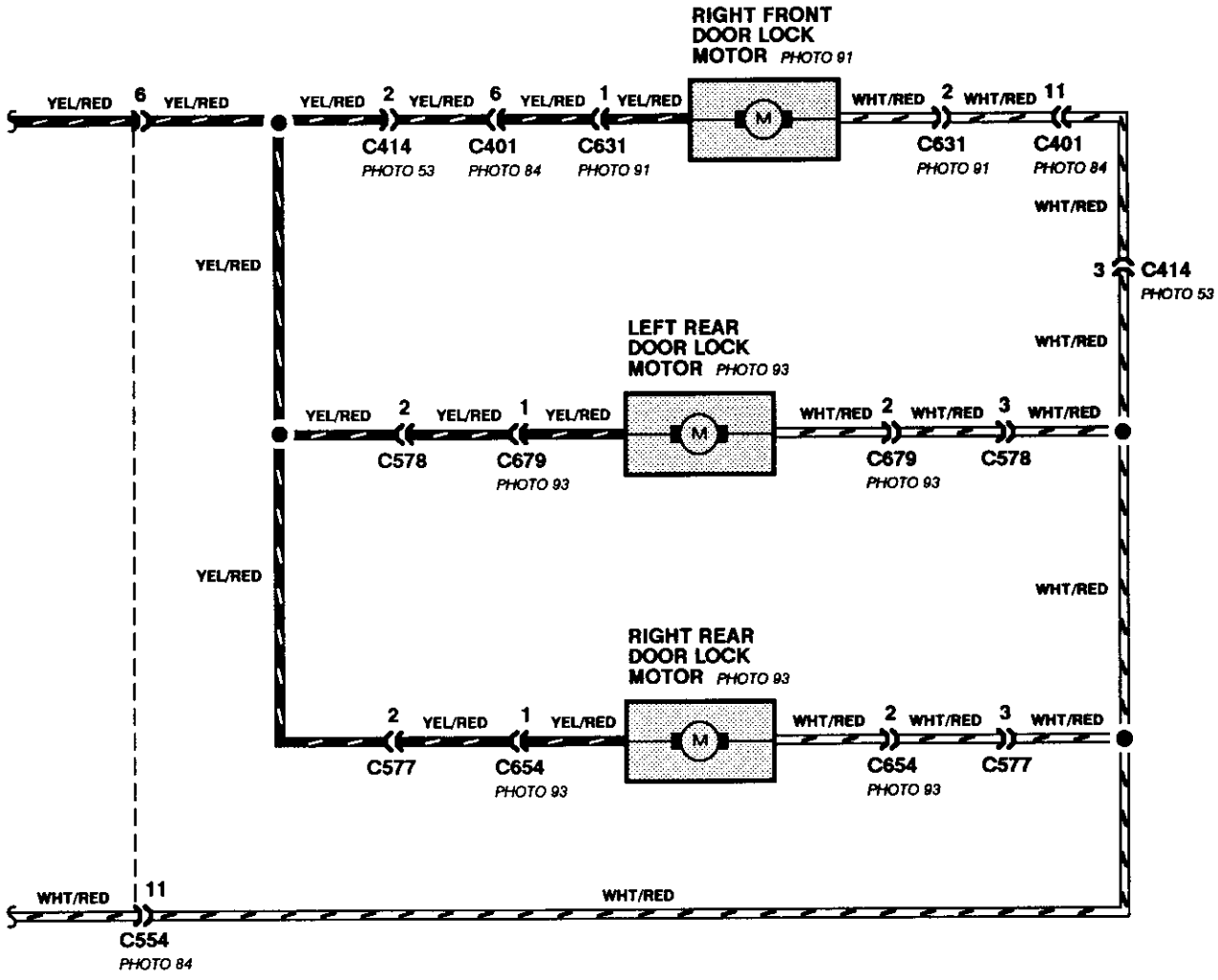


– Sedan


HOT IN RUN OR START
HOT AT ALL TIMES
FUSE 14
20A
See Power Distribution, page 10-6.
FUSE 1
30A
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
C711
PHOTO 59
GRN/BLK
WHT
C712
C713
MOONROOF OPEN RELAY
PHOTO 55
MOONROOF CLOSE RELAY
PHOTO 55
(Not Used)
BLK
YEL
GRN/RED
GRN/YEL
MOONROOF MOTOR
PHOTO 103
C717
PHOTO 103
YEL/RED
C718
PHOTO 104
OPEN/ CLOSE SWITCH
PHOTO 104
TILT/ CLOSE SWITCH
PHOTO 104
BLU
C714
OPEN
CLOSE
TILT
MOON-ROOF SWITCH
See Ground Distribution, page 14-4.
See Ground Distribution, page 14-5.
G401

Power Door Locks




RIGHT FRONT
DOOR LOCK
MOTOR PHOTO 91
YEL/RED 6 YEL/RED
YEL/RED 2 YEL/RED 6 YEL/RED 1 YEL/RED
C414
PHOTO 53
C401
PHOTO 84
C631
PHOTO 91
WHT/RED 2 WHT/RED 11
C631
PHOTO 91
C401
PHOTO 84
WHT/RED
3 C414
PHOTO 53
YEL/RED
LEFT REAR
DOOR LOCK
MOTOR PHOTO 93
WHT/RED
YEL/RED 2 YEL/RED 1 YEL/RED
C578
C679
PHOTO 93
WHT/RED 2 WHT/RED 3 WHT/RED
C679
PHOTO 93
C578
YEL/RED
WHT/RED
RIGHT REAR
DOOR LOCK
MOTOR PHOTO 93
2 YEL/RED 1 YEL/RED
C577
C654
PHOTO 93
WHT/RED 2 WHT/RED 3 WHT/RED
C654
PHOTO 93
C577
WHT/RED 11
WHT/RED
C554
PHOTO 84

(cont'd)

Power Door Locks (cont'd)

How the Circuit Works

System Description

Voltage is applied at all times through fuse 6 to the power door lock control unit.

When you turn the driver's power door lock switch to the LOCK position, a path to ground is supplied to one of the control unit's lock inputs. The power door lock control unit applies voltage to the door lock actuators and the doors lock.

When you turn the driver's power door lock switch to the UNLOCK position, a path to ground is supplied to the control unit's unlock input. When voltage is applied to the door lock actuators, the polarity of the voltage applied to the actuators is reversed and the doors unlock.

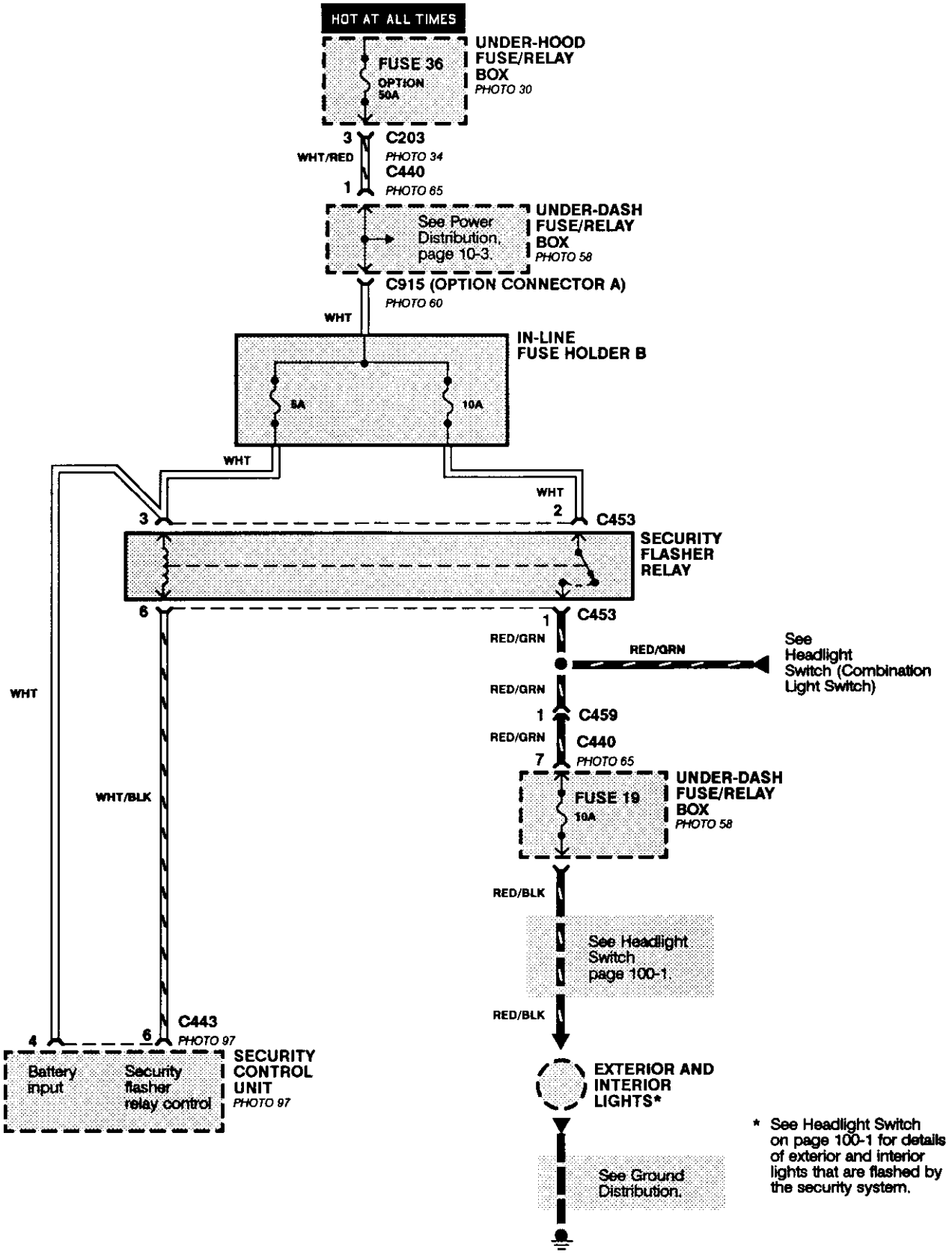
All doors can be electronically locked from the driver's key cylinder if the driver's door is closed. The driver's door can be unlocked mechanically from the outside with a key, but the key switch will not unlock the other doors.

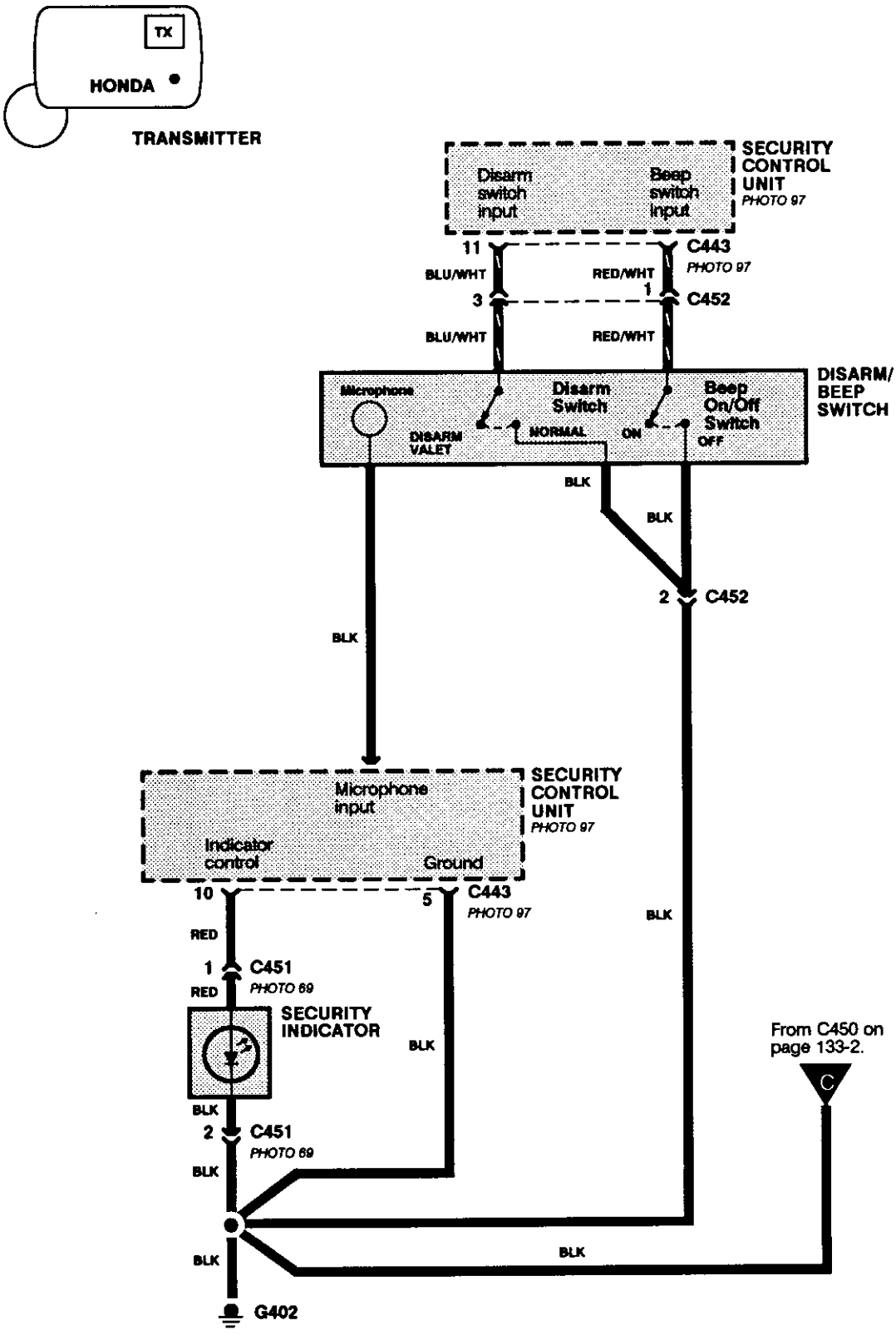
System Operation

Action	Correct Results
1. Turn master door lock switch to LOCK and then to UNLOCK position.	All doors lock and unlock.
2. Insert the key in the driver's door and turn to the LOCK position.	All doors lock.

Security System

– Power and Lights

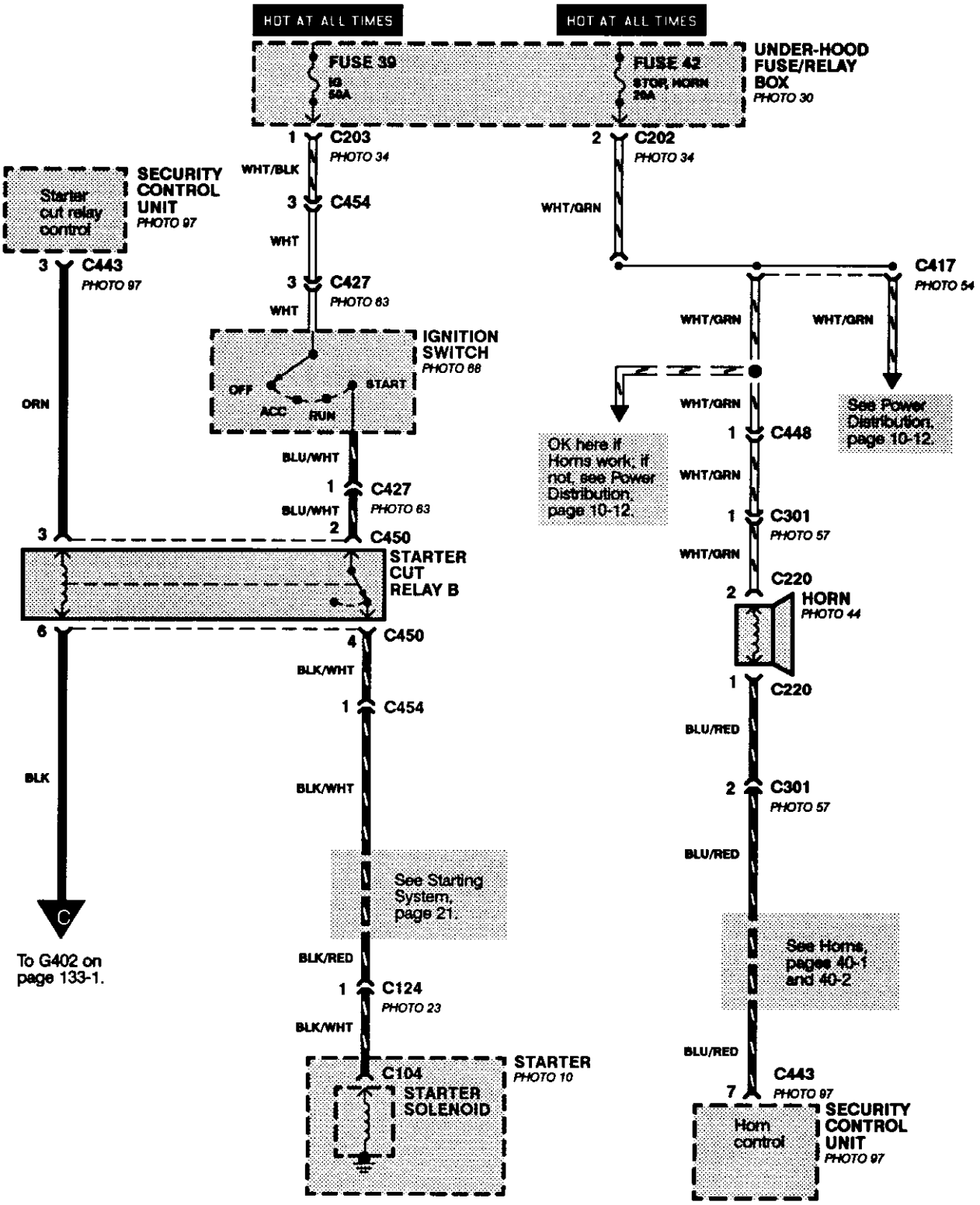



TX
HONDA
TRANSMITTER
SECURITY CONTROL UNIT
PHOTO 97
Disarm switch input
Beep switch input
11
C443
PHOTO 97
BLU/WHT
RED/WHT
1
3
C452
BLU/WHT
RED/WHT
DISARM/ BEEP SWITCH
Microphone
Disarm Switch
Beep On/Off Switch
DISARM VALET
NORMAL
ON
OFF
BLK
BLK
2
C452
BLK
SECURITY CONTROL UNIT
PHOTO 97
Microphone input
Indicator control
Ground
10
5
C443
PHOTO 97
BLK
RED
1
C451
PHOTO 69
RED
SECURITY INDICATOR
BLK
From C450 on page 133-2.
C
BLK
2
C451
PHOTO 69
BLK
BLK
BLK
G402

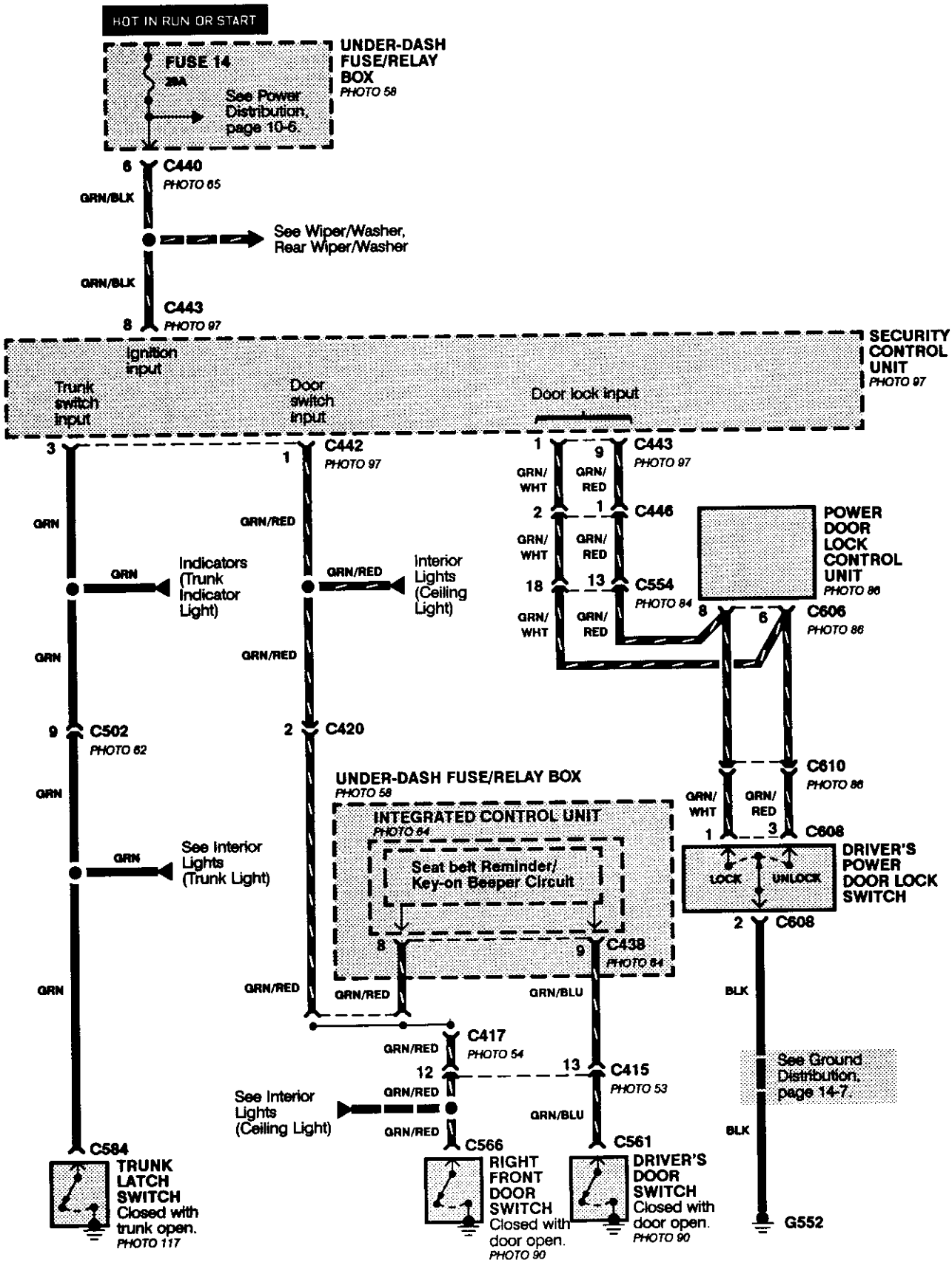
(cont'd)

Security System (cont'd)

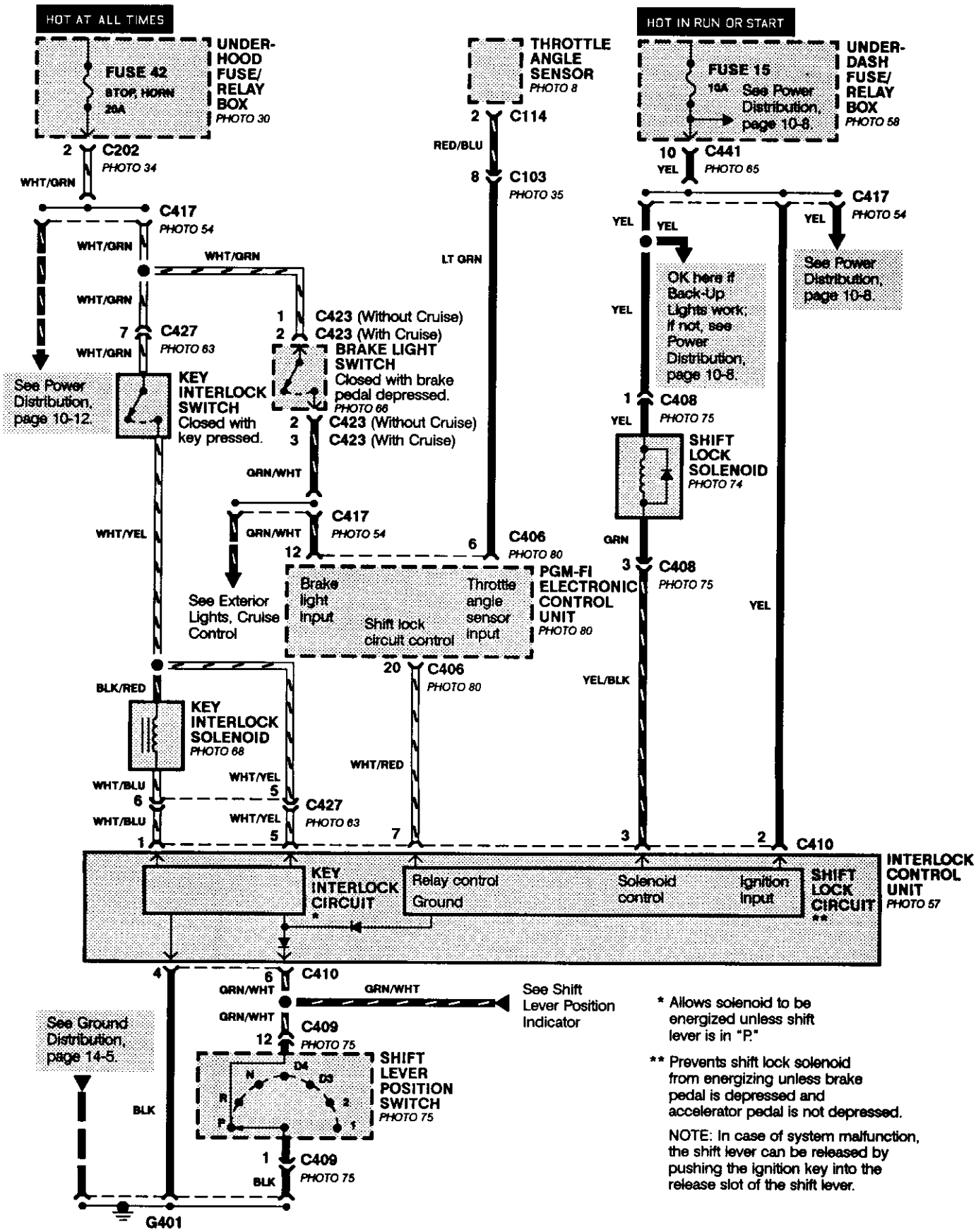
- Starter and Horn



– Ignition Input and Door-Trunk Switches



Interlock System



– How The Circuit Works

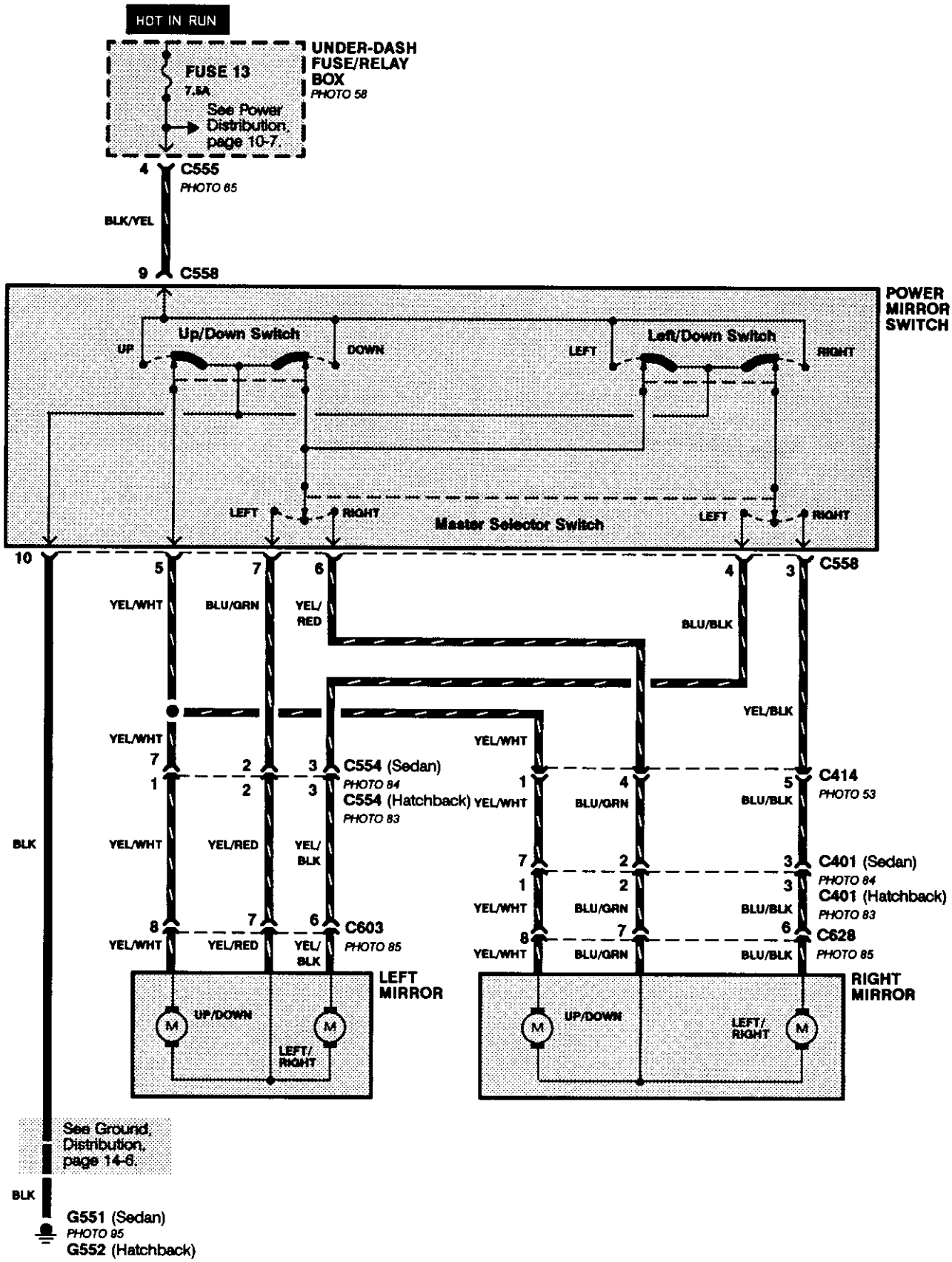
Key Interlock

Battery voltage is supplied at all times through fuse 42 to the key interlock switch. When the key is in the ignition, battery voltage is supplied to the key interlock solenoid and the key interlock circuit in the interlock control unit. When the shift lever position switch is in PARK, ground is provided to the key interlock circuit. The key interlock circuit removes ground from the solenoid, the solenoid is de-energized and the key can be removed from the ignition.

Shift Position Interlock

Battery voltage is supplied at all times from fuse 42 to the brake light switch. With the ignition in RUN or START, battery voltage is supplied through fuse 15 to the shift lock solenoid. When the brake pedal is depressed, battery voltage is applied through the GRN/WHT wire to the PGM-FI electronic control unit. When the accelerator pedal is NOT depressed, a low voltage signal is sent through the LT GRN wire to the PGM-FI electronic control unit. When the brake pedal is depressed and the accelerator is released, the PGM-FI electronic control unit shift lock circuit control output applies voltage through the WHT/RED wire to the shift lock circuit in the interlock control unit. If the shift lever position switch is in the PARK position, the shift lock cicruit provides a ground to the shift lock solenoid. The solenoid is then energized, and the shift lever can be moved from the PARK position.

Power Mirrors



How the Circuit Works

The operation of the two outside mirrors is controlled by the power mirror switch. Each mirror has two reversible motors: one motor moves the mirror up and down, the other motor moves the mirror left and right. The power mirror switch directs voltage to the right and left mirrors.

With the ignition switch in RUN or START, the LEFT/RIGHT switch in LEFT, and the UP/DOWN switch in UP, voltage is applied through the UP contacts of the Up/Down switch to the left power mirror Up/Down motor. Ground is provided through the left contacts of the Up/Down switch and the mirror goes up. In the DOWN position, voltage is applied to the opposite side of the mirror.

The Left/Right switch works similarly to the Up/Down switch. With the master selector switch in the RIGHT position, voltage is applied to the right power mirror motors in a similar way.

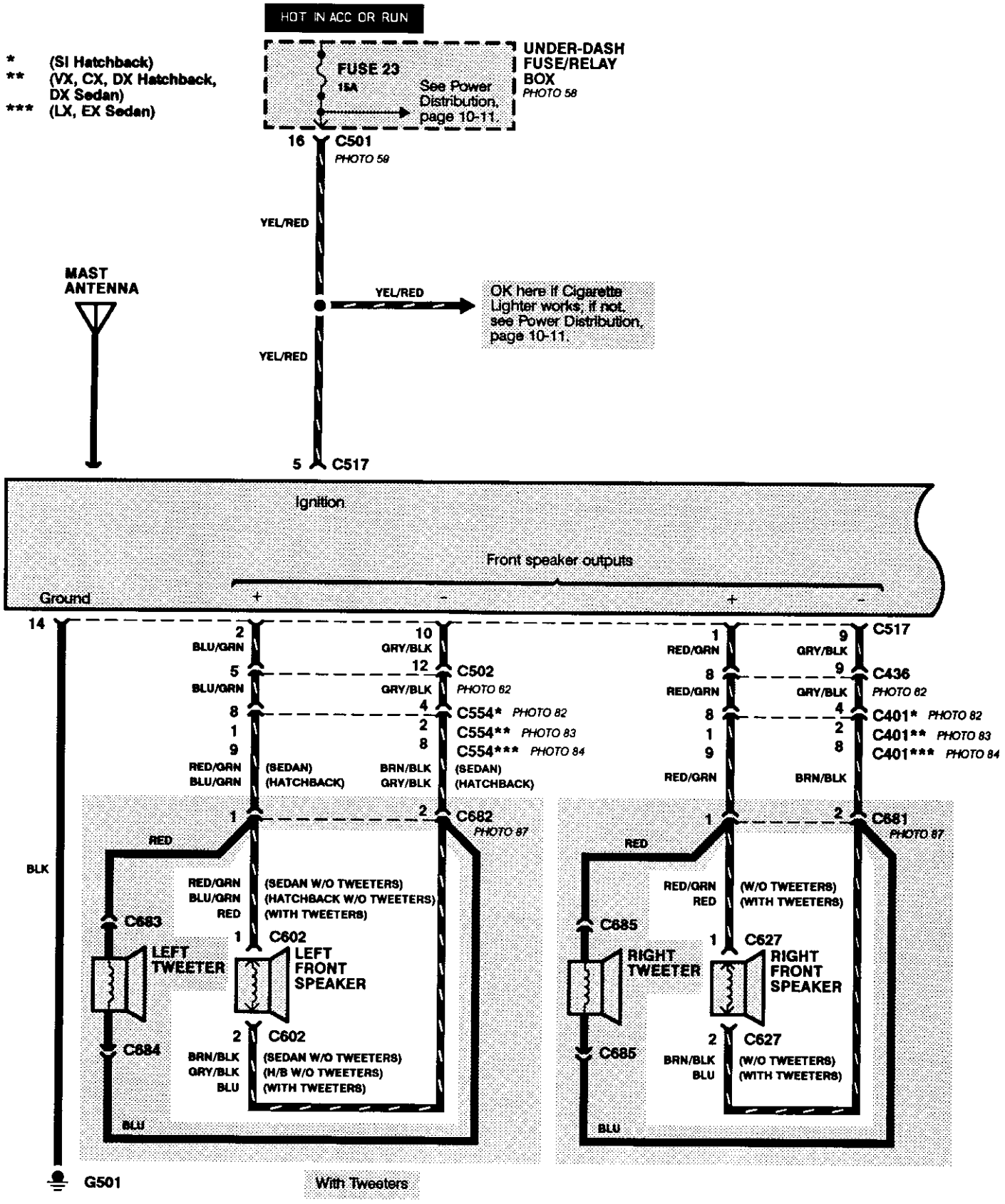
How the Circuit Works

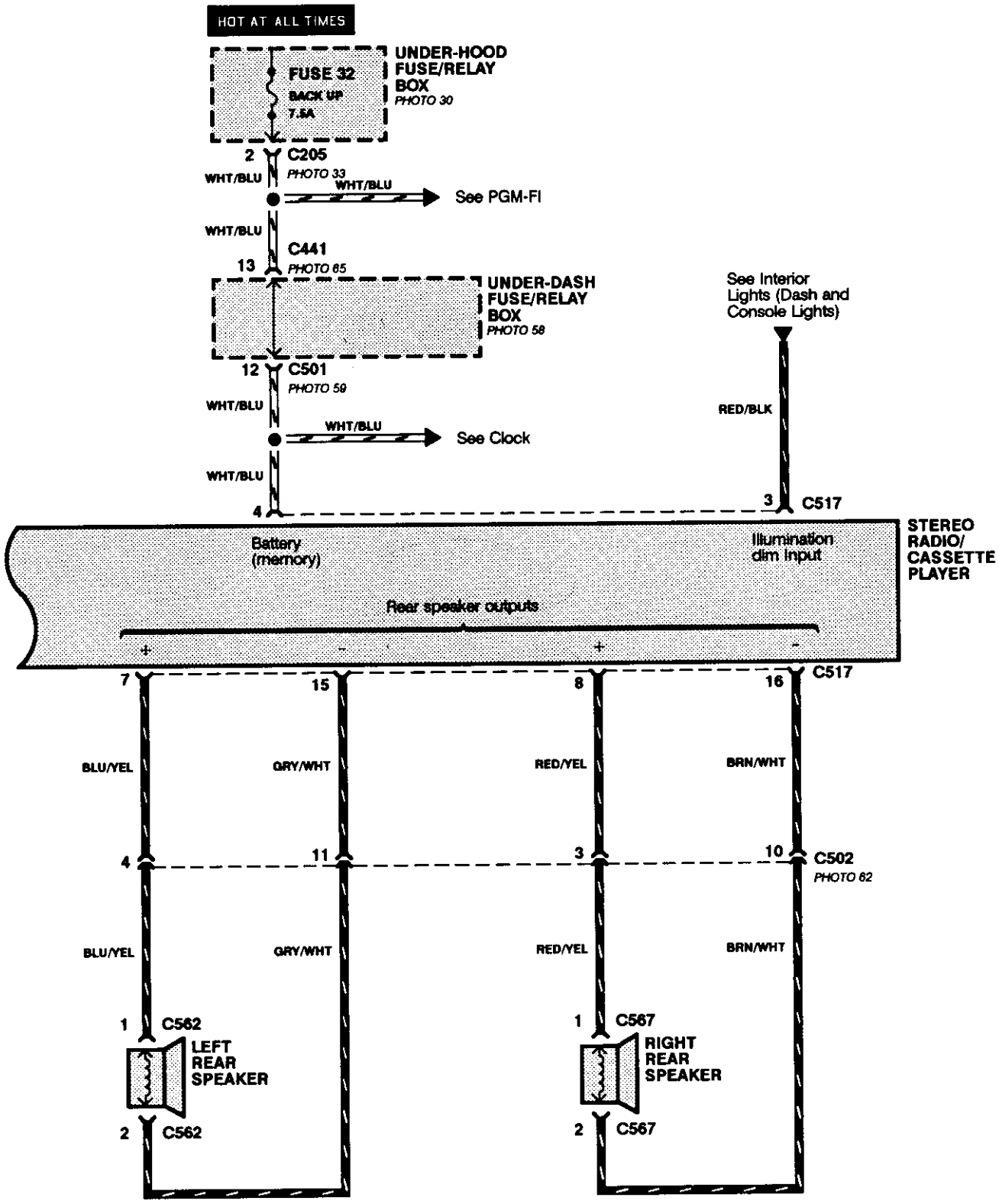
The operation of the two outside mirrors is controlled by the power mirror switch. Each mirror has two reversible motors: one motor moves the mirror up and down, the other motor moves the mirror left and right. The power mirror switch directs voltage to the right and left mirrors.

With the ignition switch in RUN or START, the LEFT/RIGHT switch in LEFT, and the UP/DOWN switch in UP, voltage is applied through the UP contacts of the Up/Down switch to the left power mirror Up/Down motor. Ground is provided through the left contacts of the Up/Down switch and the mirror goes up. In the DOWN position, voltage is applied to the opposite side of the mirror.

The Left/Right switch works similarly to the Up/Down switch. With the master selector switch in the RIGHT position, voltage is applied to the right power mirror motors in a similar way.

Stereo Sound System

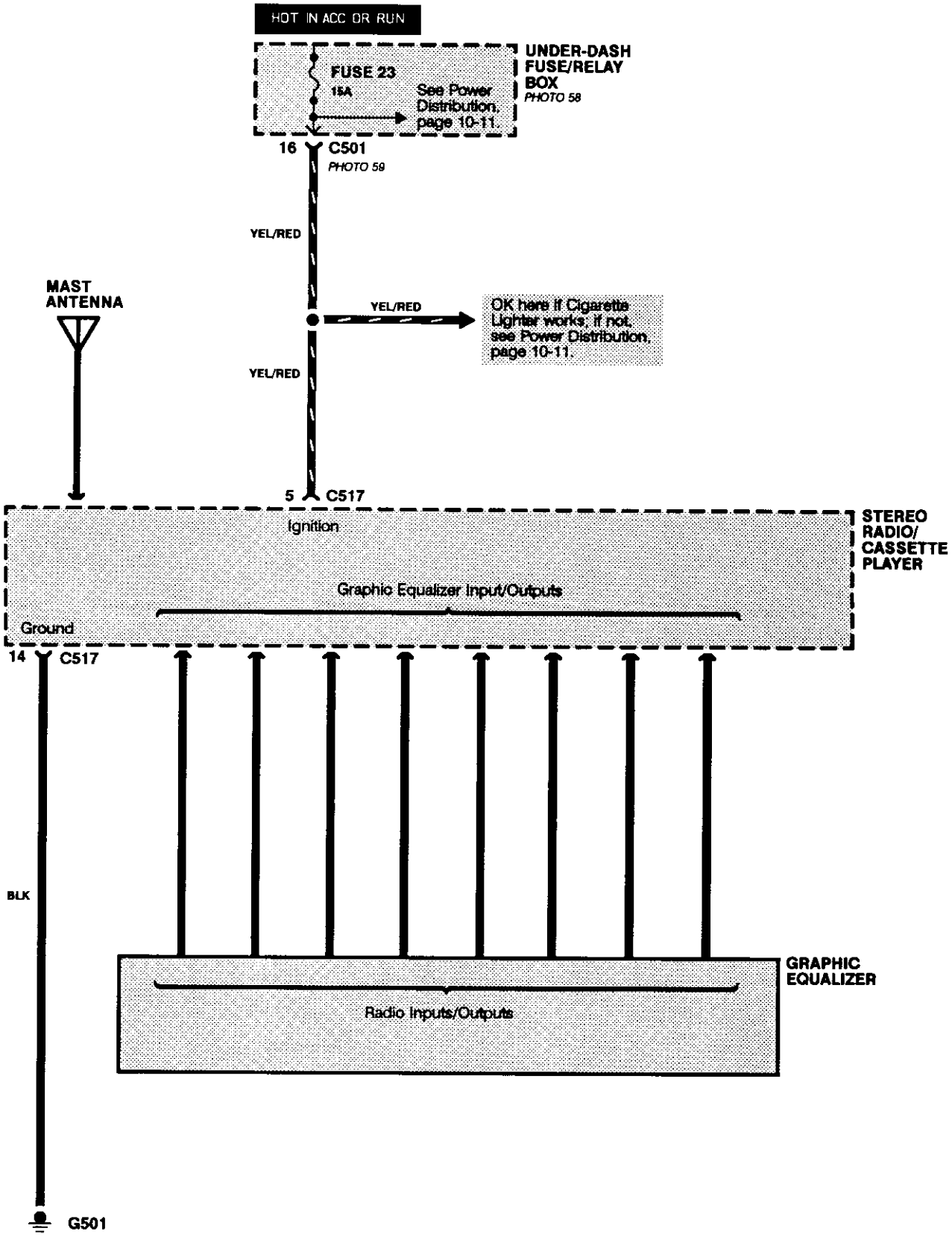



HOT AT ALL TIMES
FUSE 32
BACK UP
7.5A
UNDER-HOOD FUSE/RELAY BOX
PHOTO 30
2
C205
PHOTO 33
WHT/BLU
WHT/BLU
See PGM-FI
WHT/BLU
C441
13
PHOTO 65
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
See Interior Lights (Dash and Console Lights)
12
C501
PHOTO 59
WHT/BLU
WHT/BLU
See Clock
WHT/BLU
RED/BLK
4
3
C517
STEREO RADIO/ CASSETTE PLAYER
Battery (memory)
Illumination dim input
Rear speaker outputs
+
-
+
-
7
15
8
16
C517
BLU/YEL
GRY/WHT
RED/YEL
BRN/WHT
4
11
3
10
C502
PHOTO 62
BLU/YEL
GRY/WHT
RED/YEL
BRN/WHT
1
C562
LEFT REAR SPEAKER
2
C562
1
C567
RIGHT REAR SPEAKER
2
C567

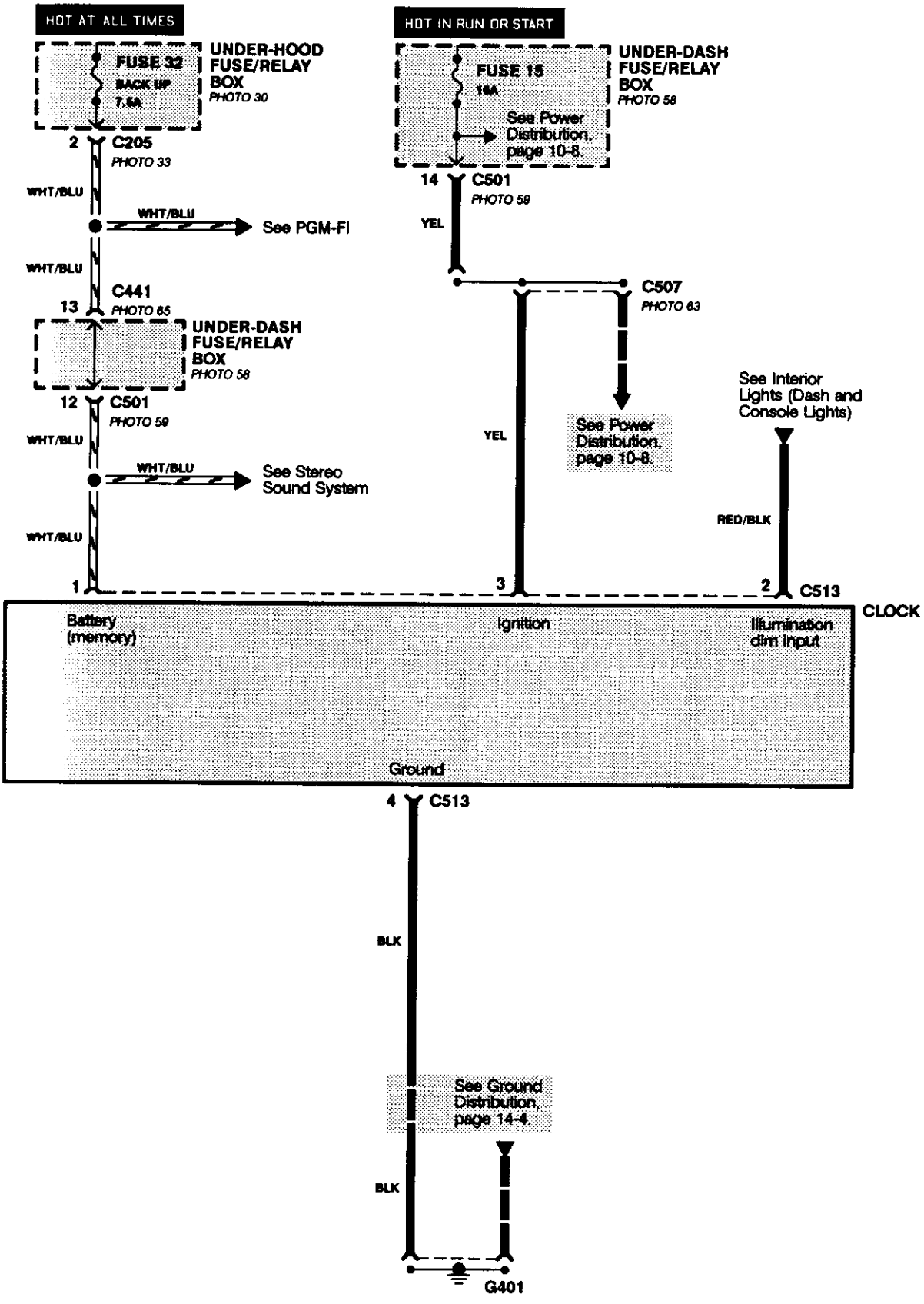
(cont'd)

Stereo Sound System (cont'd)

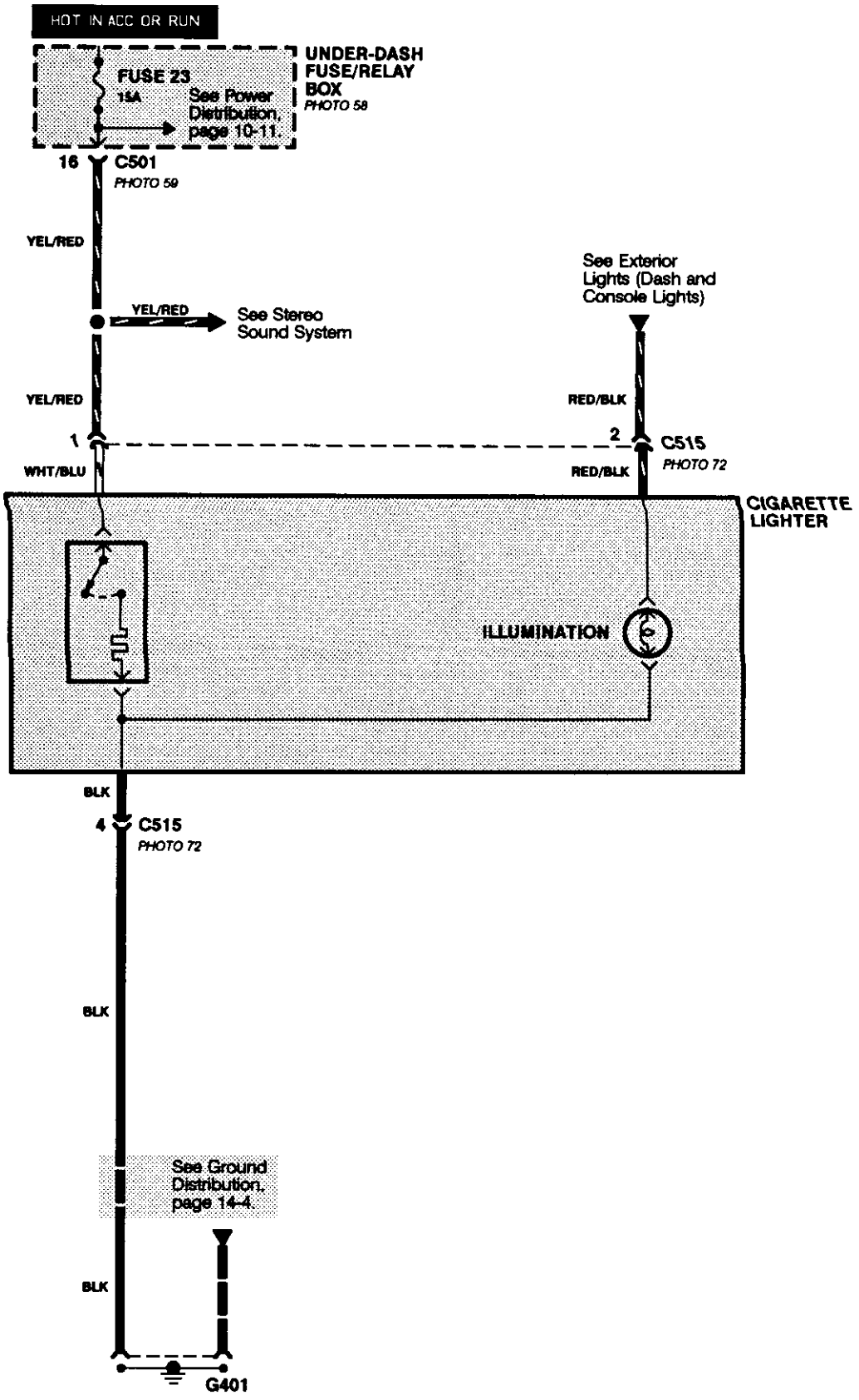
Graphic Equalizer



Clock

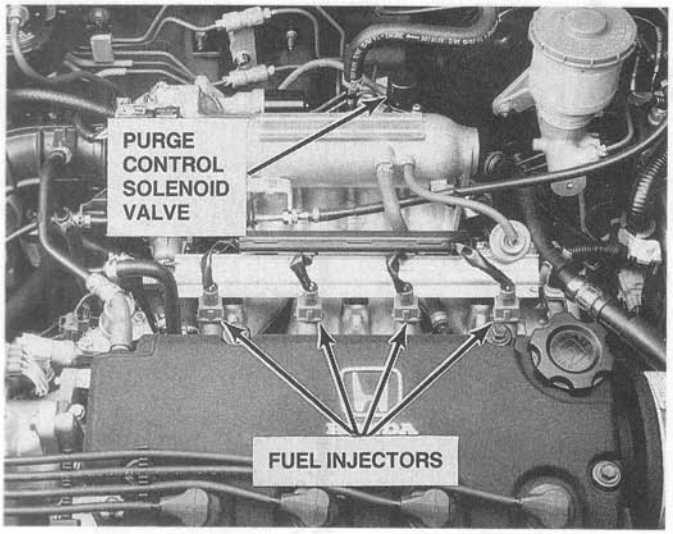

HOT AT ALL TIMES
FUSE 32
BACK UP
7.5A
UNDER-HOOD FUSE/RELAY BOX
PHOTO 30
2
C205
PHOTO 33
WHT/BLU
WHT/BLU
See PGM-FI
WHT/BLU
C441
13
PHOTO 65
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
12
C501
PHOTO 59
WHT/BLU
WHT/BLU
See Stereo Sound System
WHT/BLU
1
HOT IN RUN OR START
FUSE 15
10A
See Power Distribution, page 10-8.
UNDER-DASH FUSE/RELAY BOX
PHOTO 58
14
C501
PHOTO 59
YEL
C507
PHOTO 63
See Power Distribution, page 10-8.
YEL
3
See Interior Lights (Dash and Console Lights)
RED/BLK
2
C513
CLOCK
Battery (memory)
Ignition
Illumination dim input
Ground
4
C513
BLK
See Ground Distribution, page 14-4.
BLK
G401

Cigarette Lighter

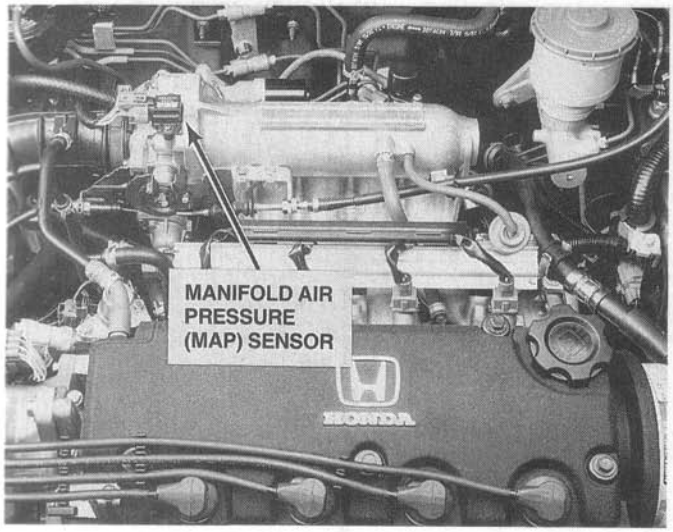


Component Location

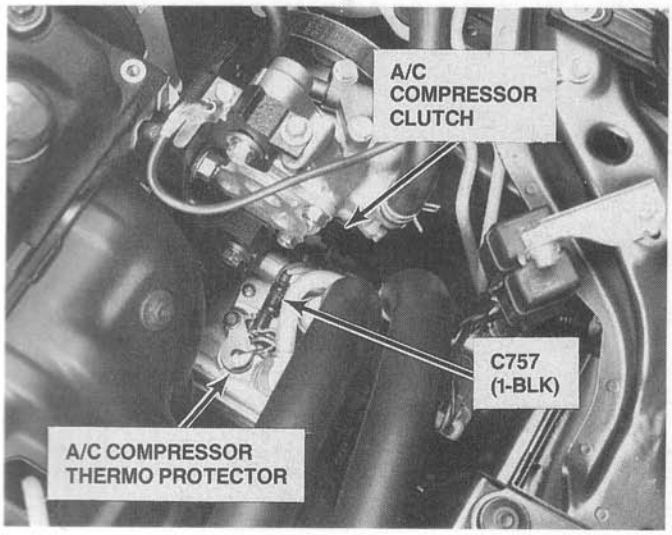
1. Middle of Engine



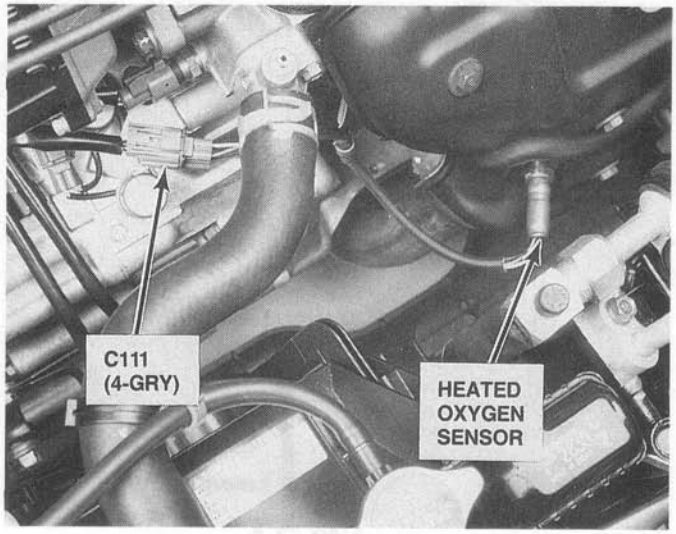
2. Middle of Engine



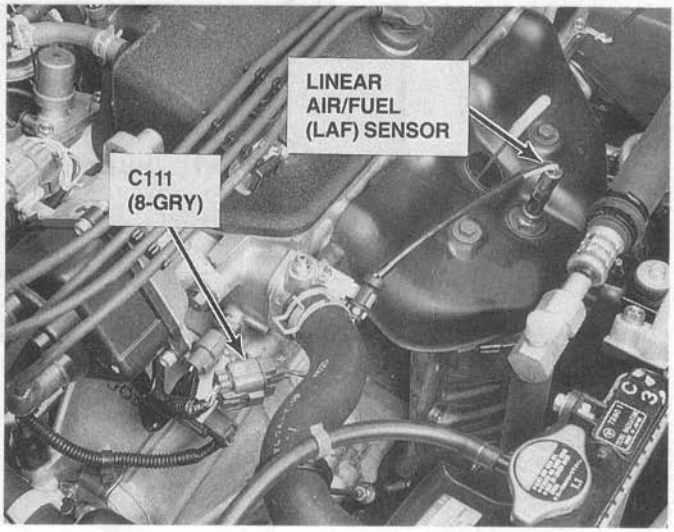
3. Left Front Corner of Engine



4. Right Front of Engine

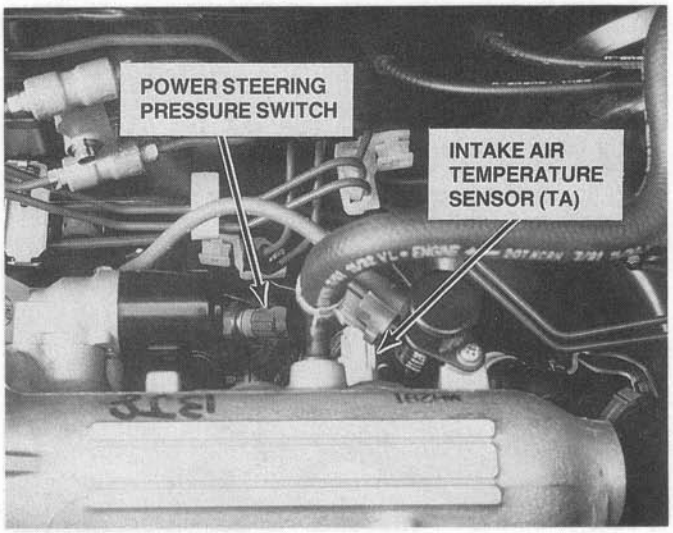


5. Right Front of Engine

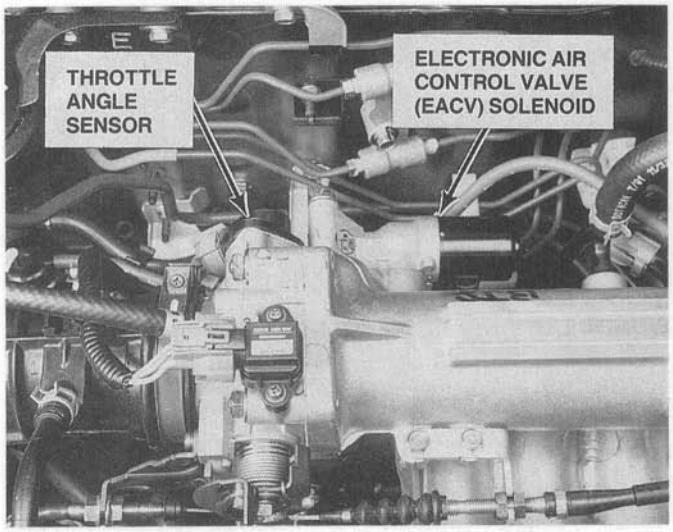


6. Left Side of Engine

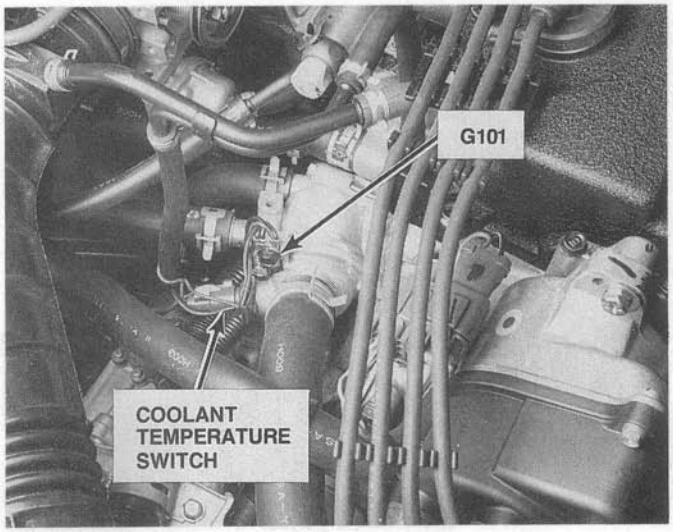
7. Center Rear of Engine



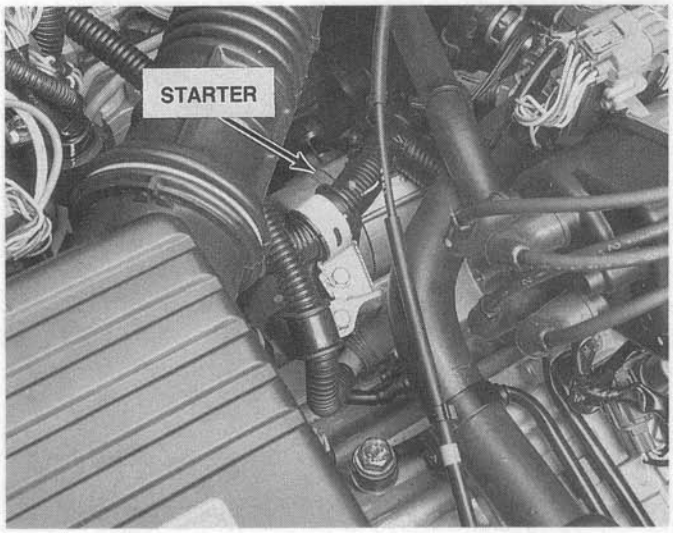
8. Center Rear of Engine



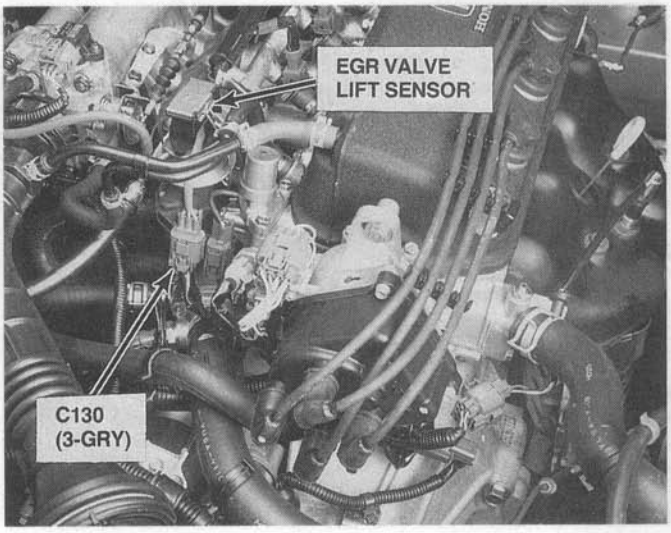
9. Right Side of Engine



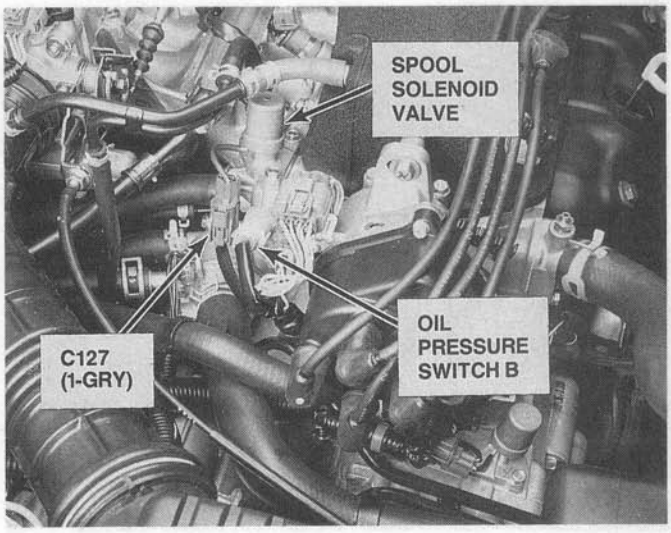
10. Right Side of Engine



11. Right Side of Engine

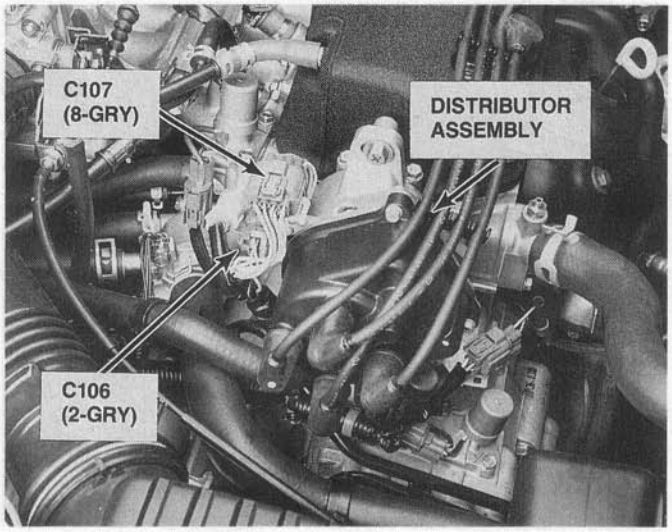


12. Right Side of Engine

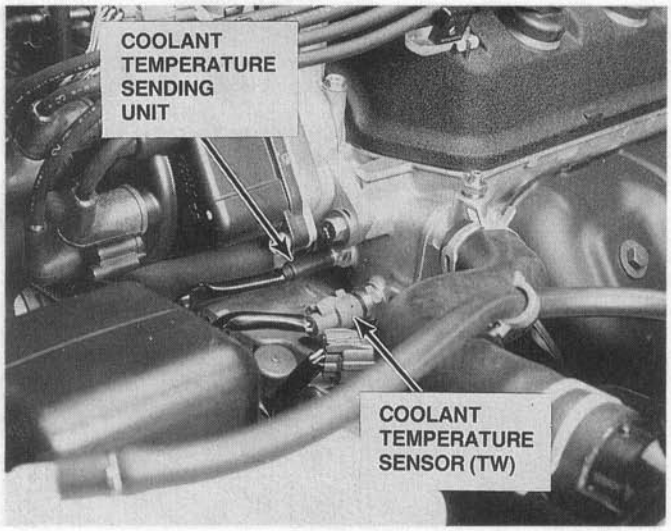


Component Location

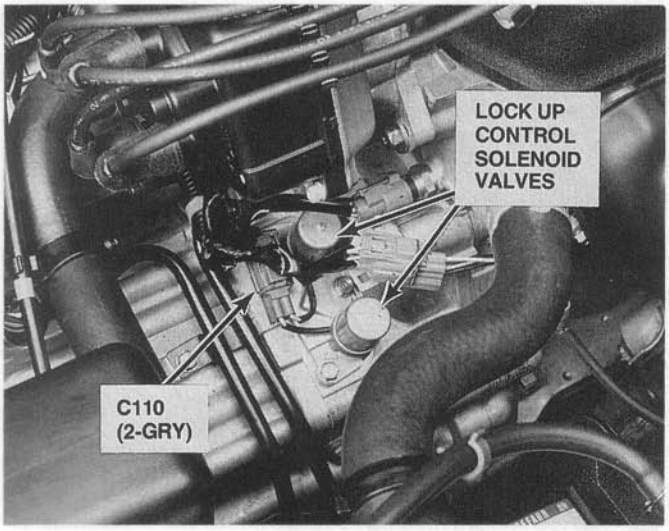
13. Right Side of Engine



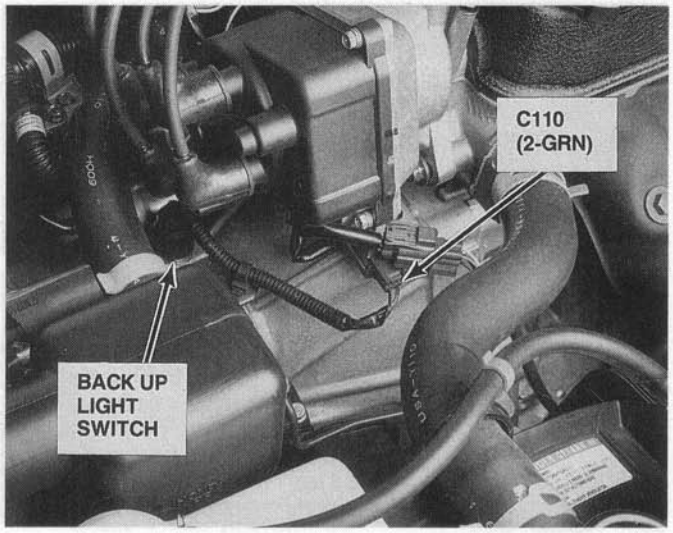
14. Right Front of Engine



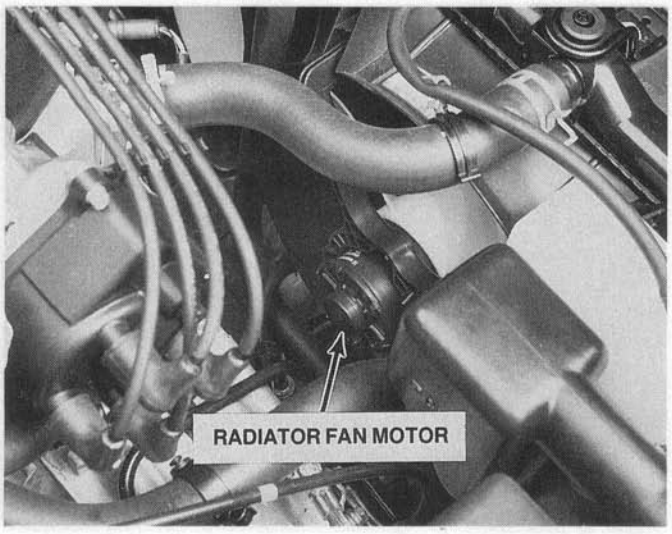
15. Right Front of Engine



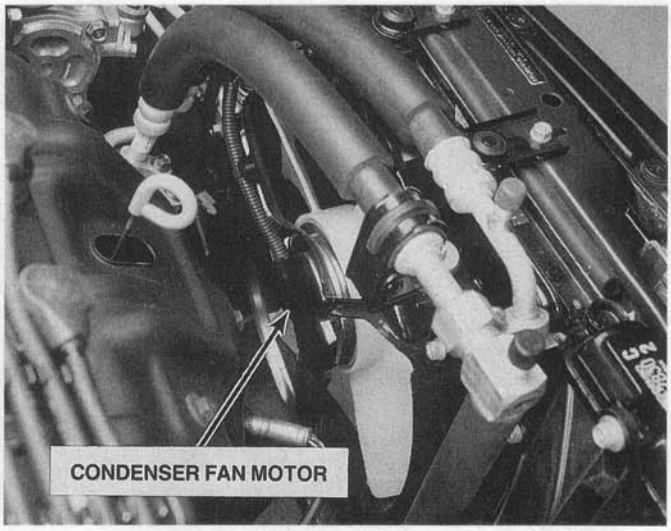
16. Right Front of Engine



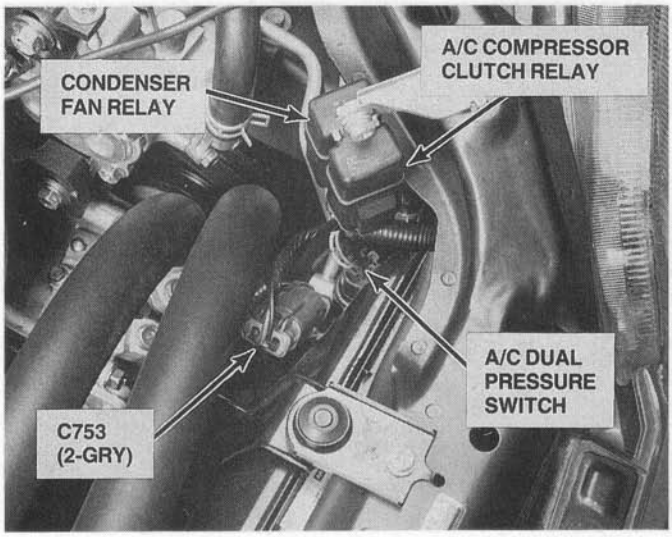
17. Right Front of Engine Compartment



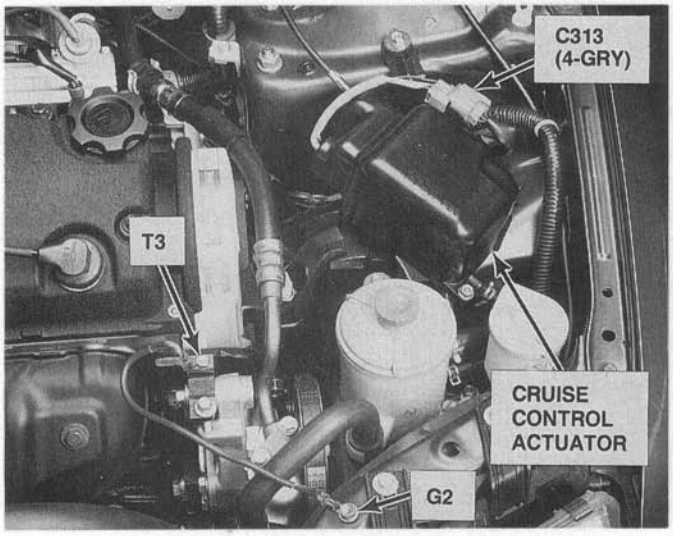
18. Left Front of Engine Compartment



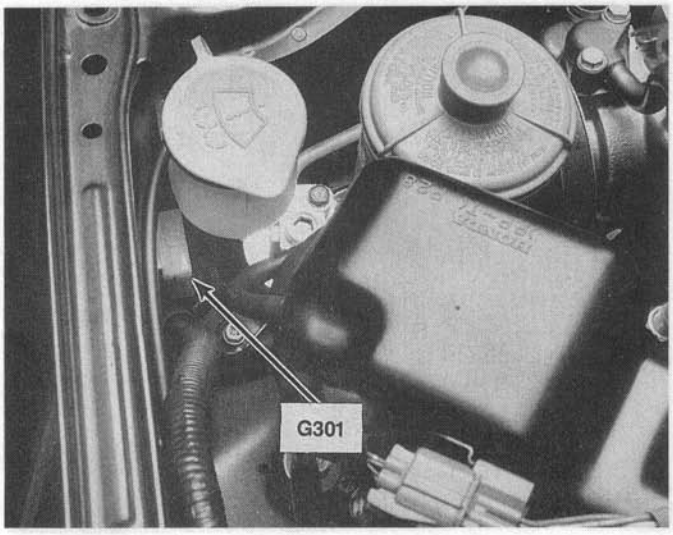
19. Left Front of Engine Compartment



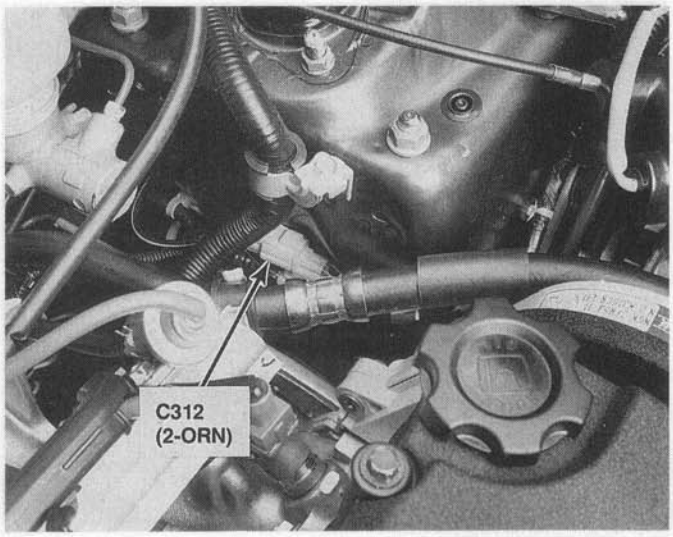
20. Left Front of Engine Compartment



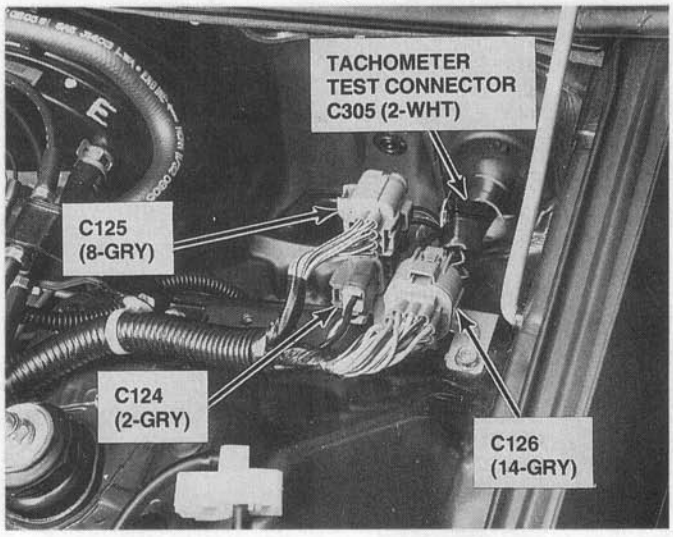
21. Left Side of Engine Compartment



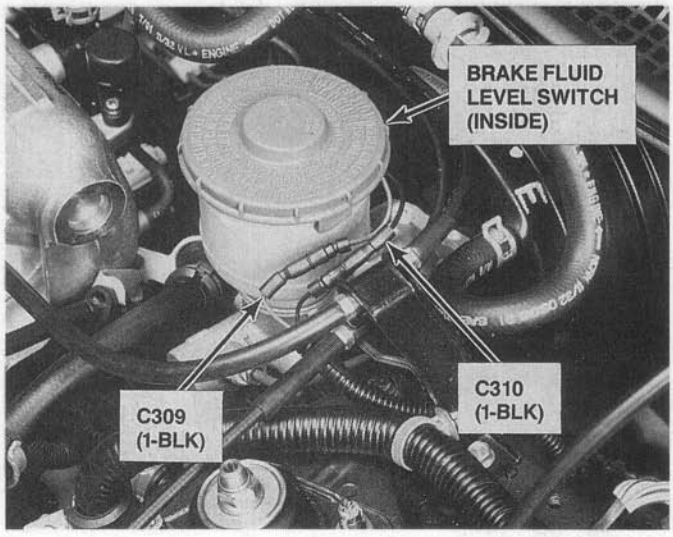
22. Left Side of Engine Compartment



23. Left Rear Corner of Engine Compartment

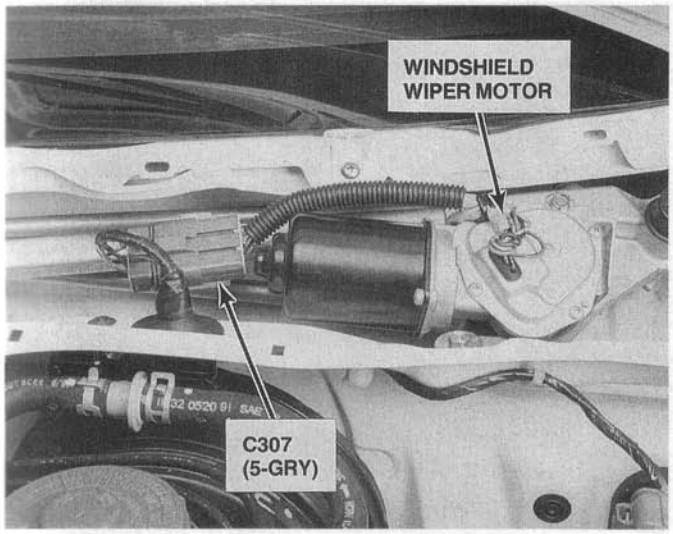


24. Left Rear of Engine Compartment

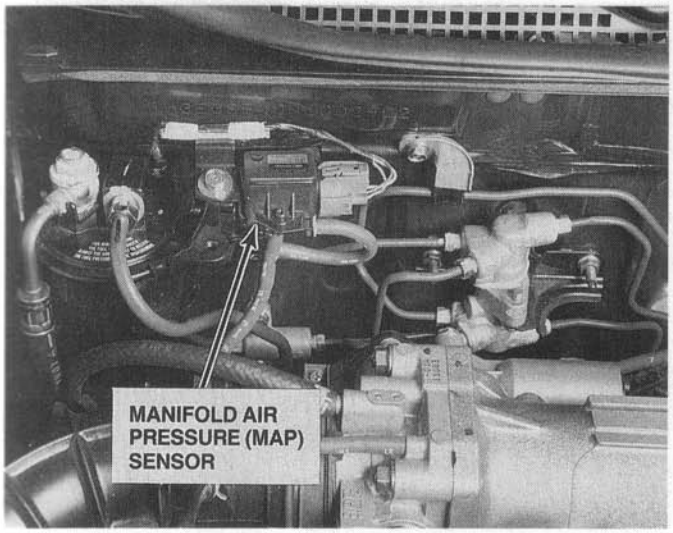


Component Location

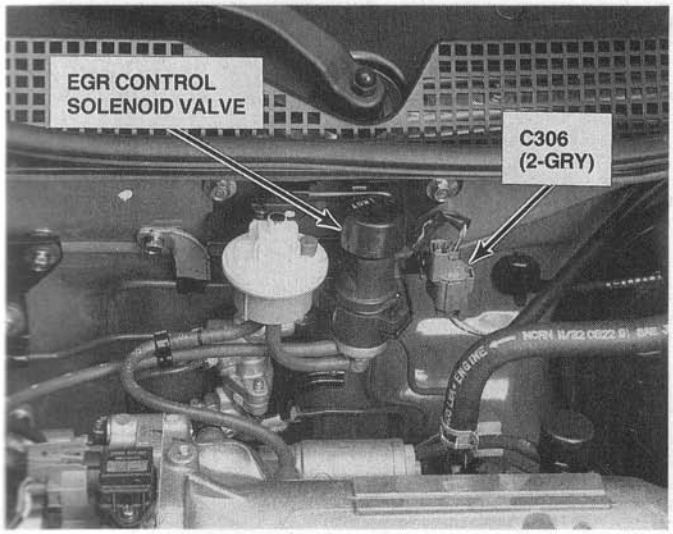
25. Behind Left Side of Air Scoop



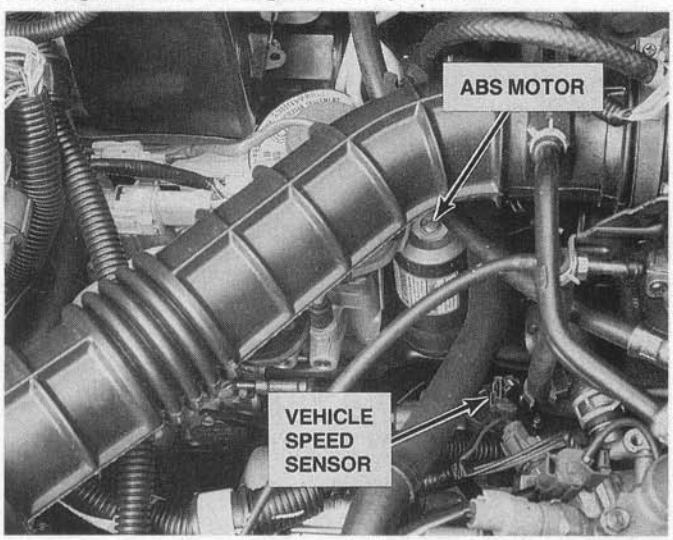
26. Rear of Engine Compartment



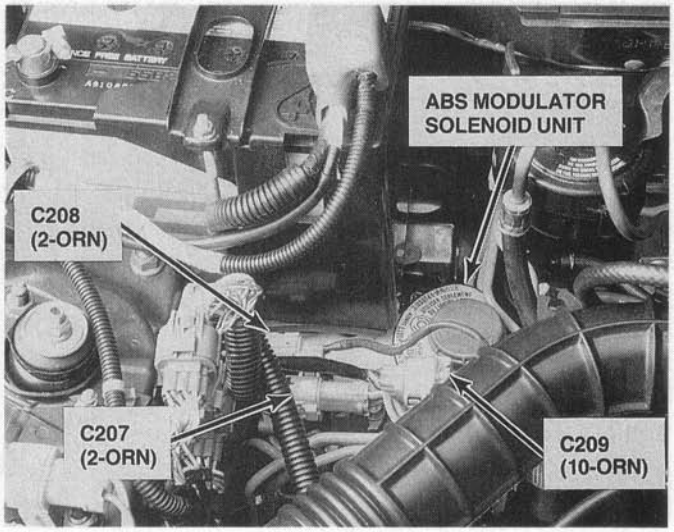
27. Rear of Engine Compartment



28. Right Rear of Engine Compartment

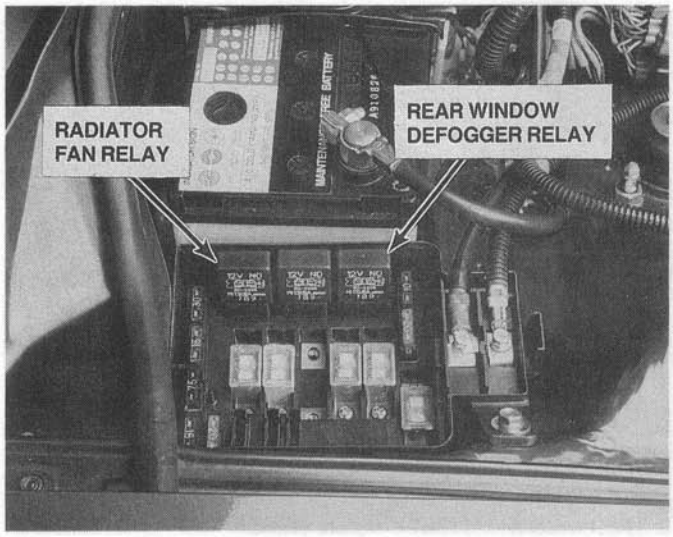


29. Right Rear of Engine Compartment

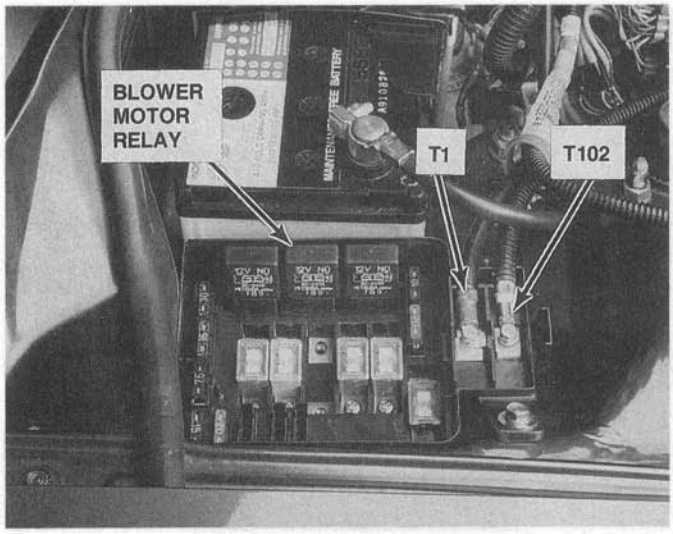


30. Right Rear Corner of Engine Compartment

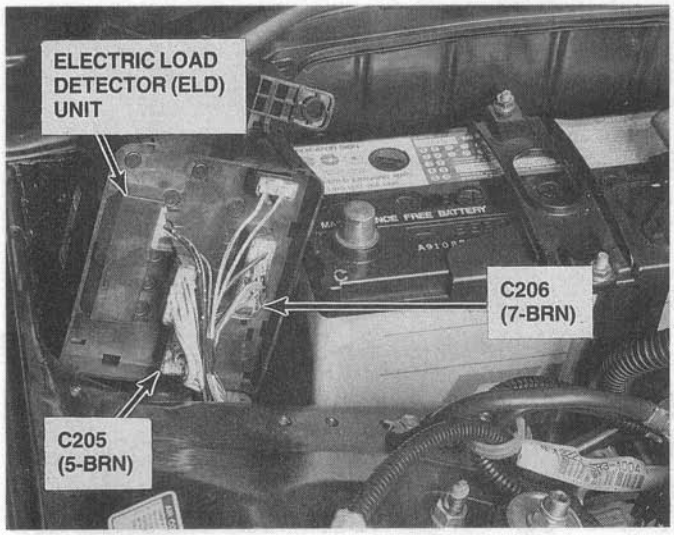
31. Right Rear Corner of Engine Compartment



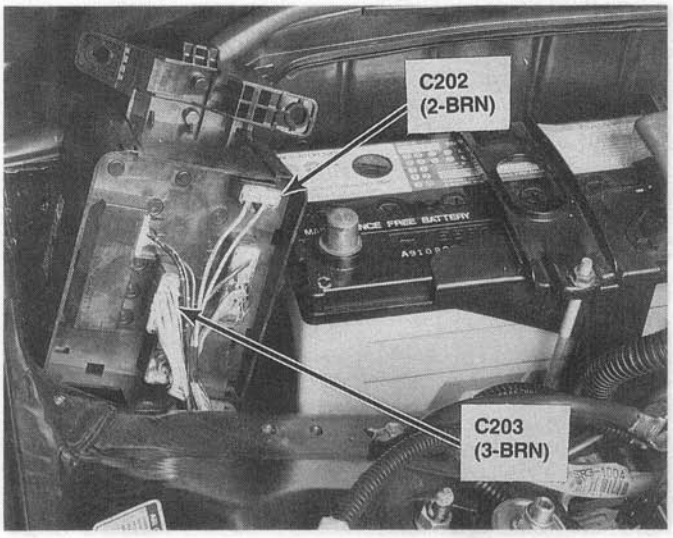
32. Right Rear Corner of Engine Compartment



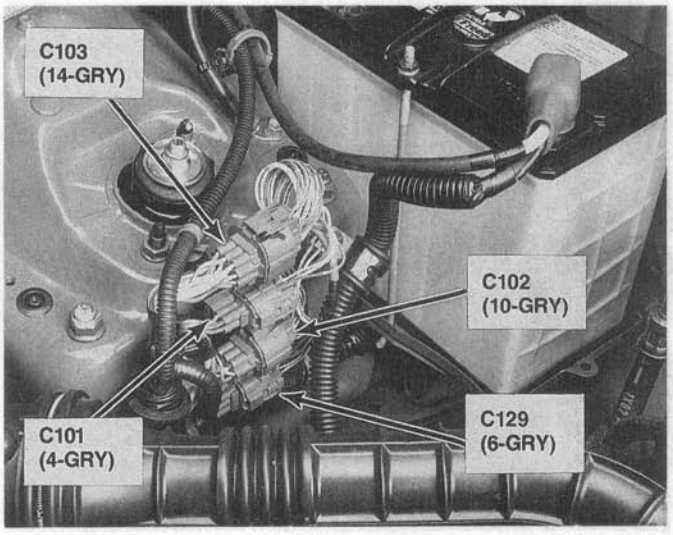
33. Bottom of Under-hood Fuse/Relay Box



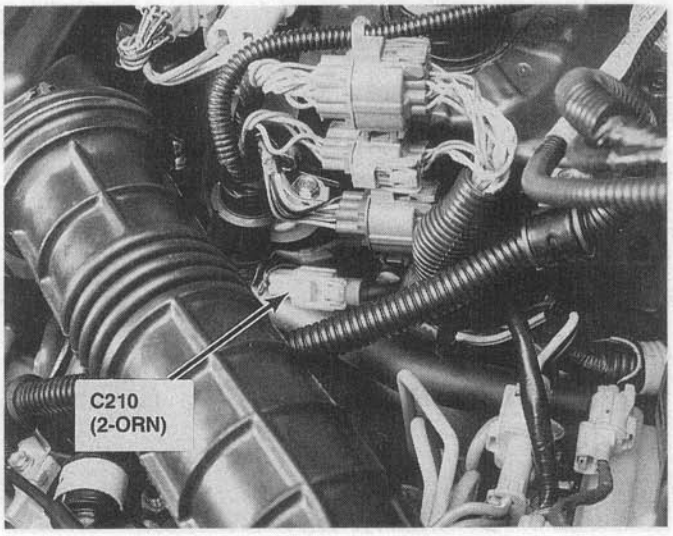
34. Bottom of Under-hood Fuse/Relay Box



35. Right Side of Engine Compartment

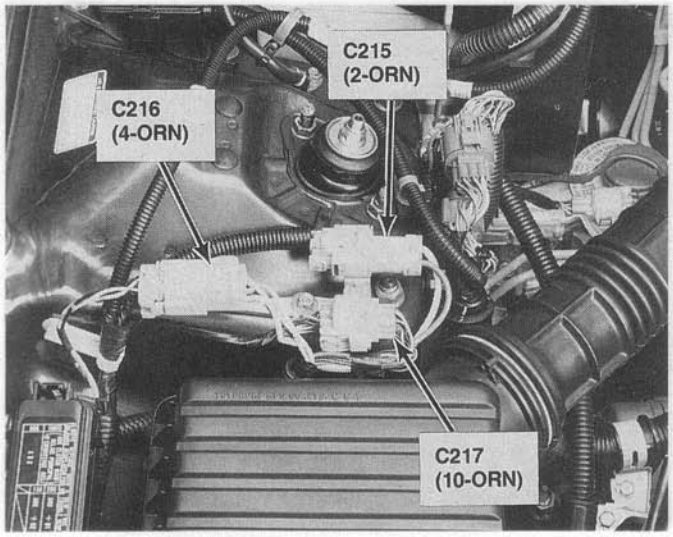


36. Right Side of Engine Compartment

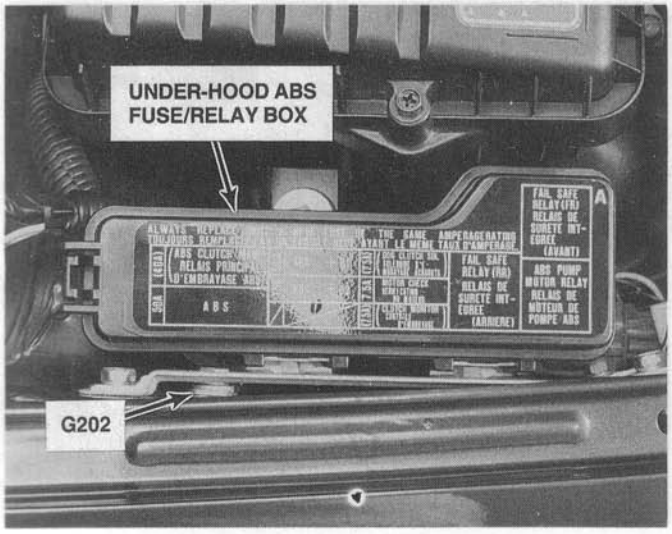


Component Location

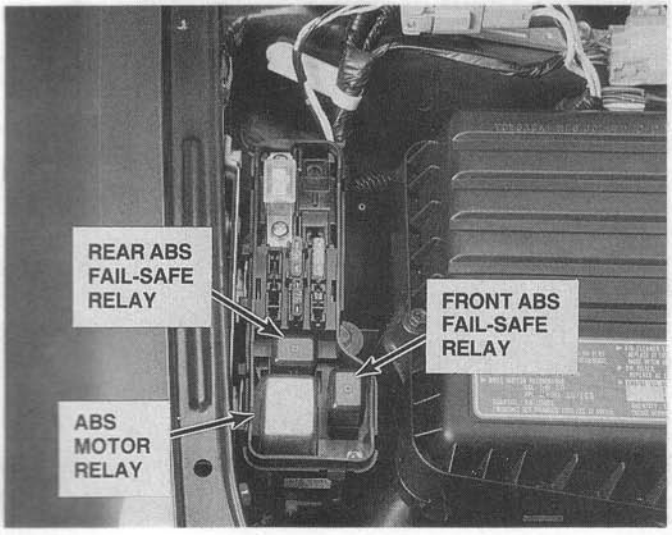
37. Right Side of Engine Compartment



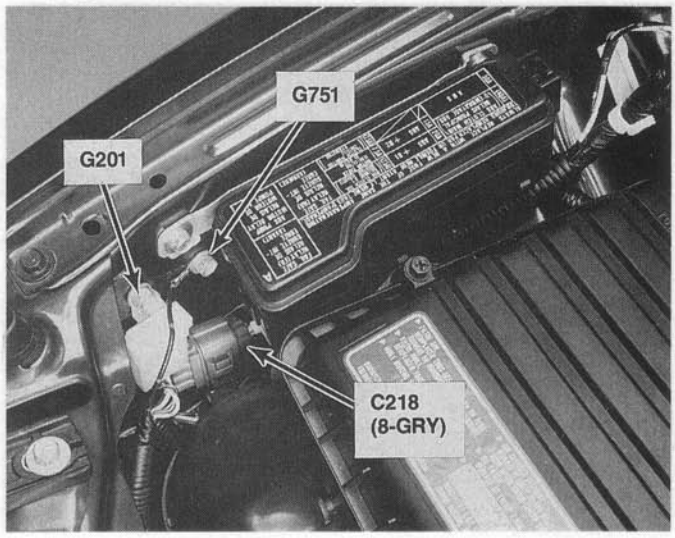
38. Right Side of Engine Comparment



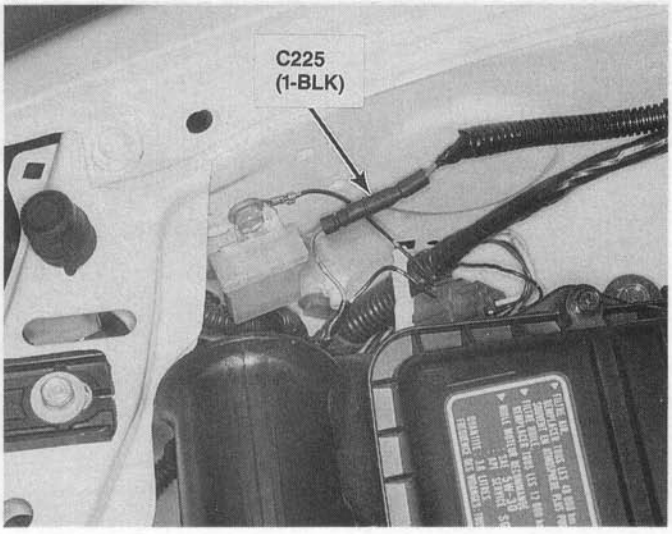
39. Right Side of Engine Compartment



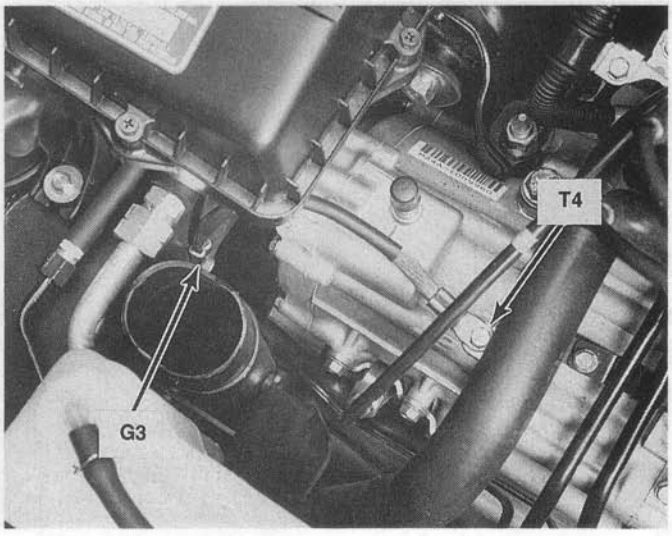
40. Right Front Corner of Engine Compartment



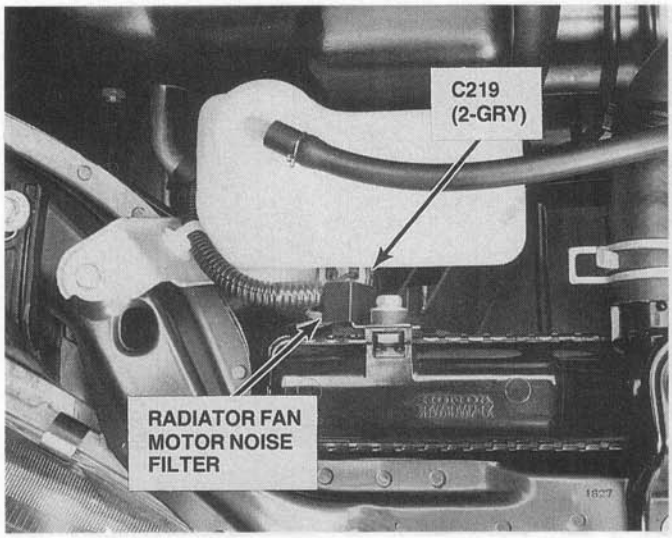
41. Right Front Corner of Engine Compartment



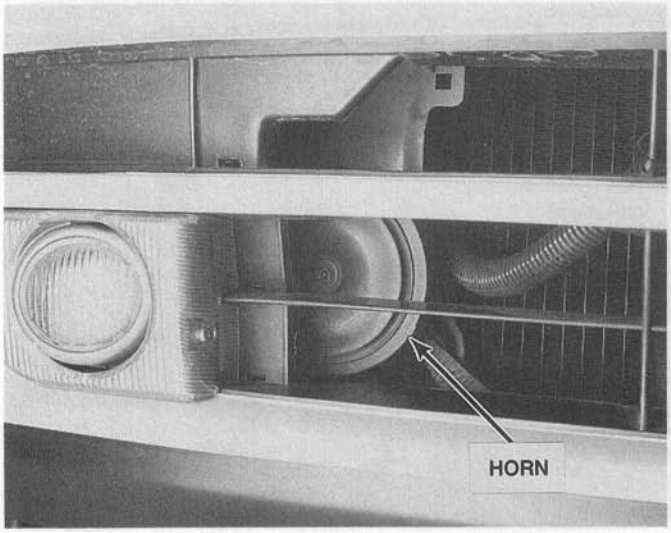
42. Right Front of Engine Compartment



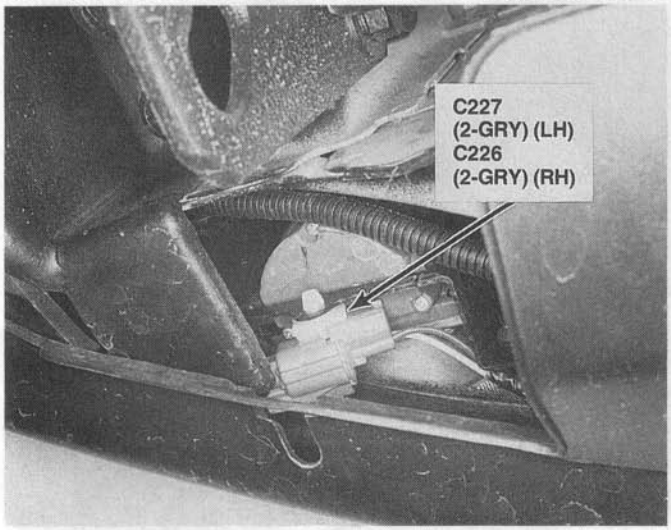
43. Right Front of Engine Compartment



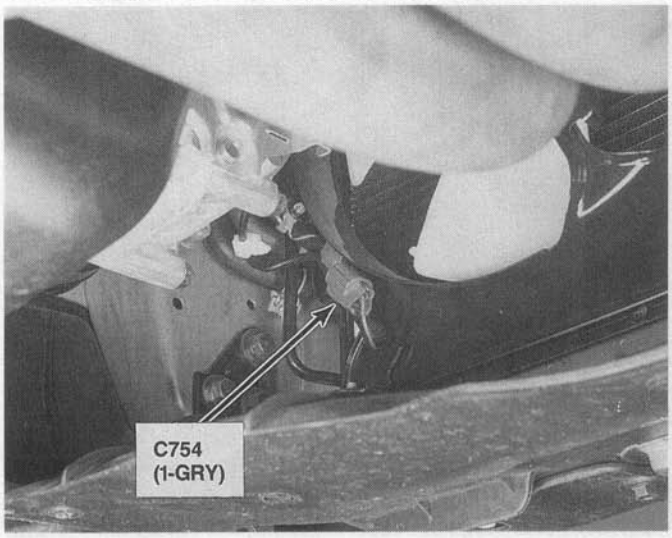
44. Right Front of Vehicle



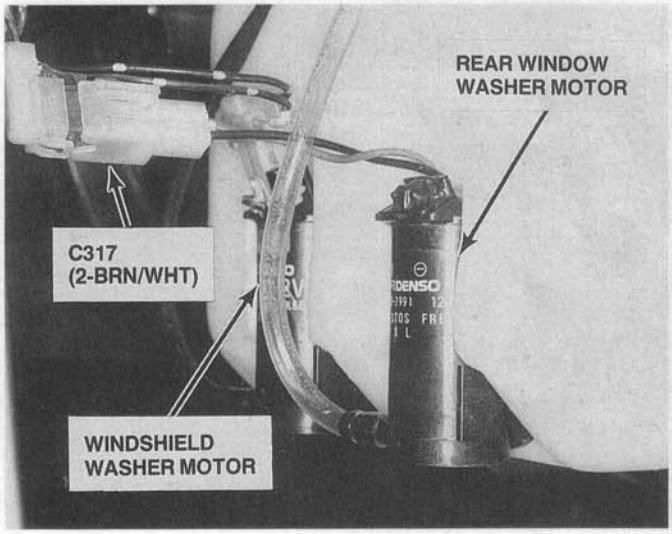
45. Left Underside of Front Bumper (Right Similar)



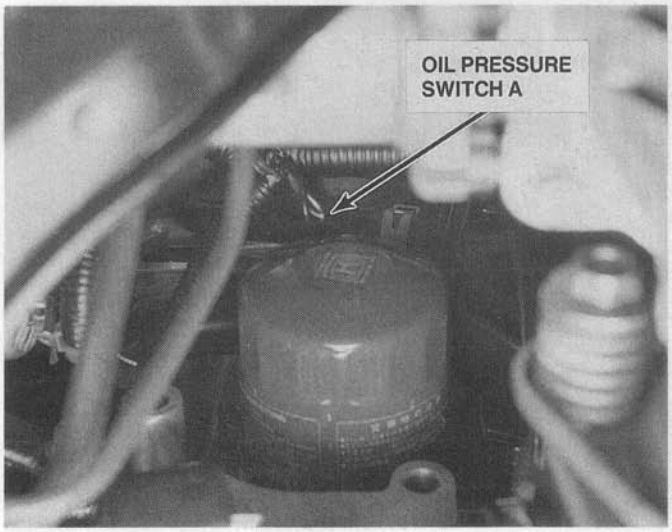
46. Behind Lower Left Side of Condenser



47. Inside Left Front Wheel Well

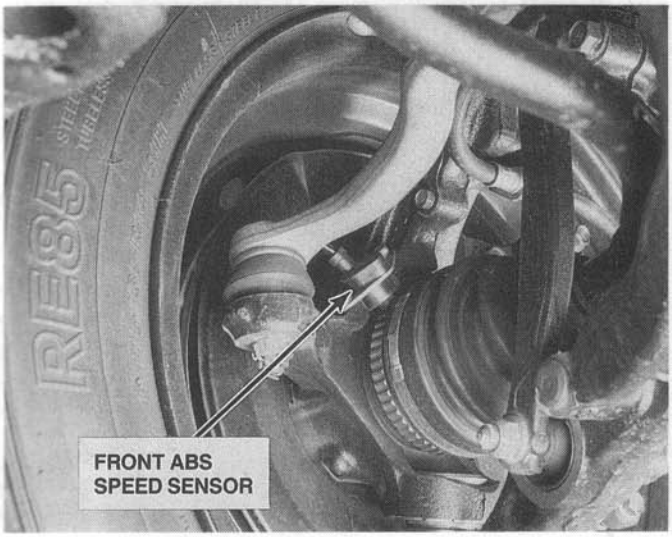


48. Rear Underside of Engine

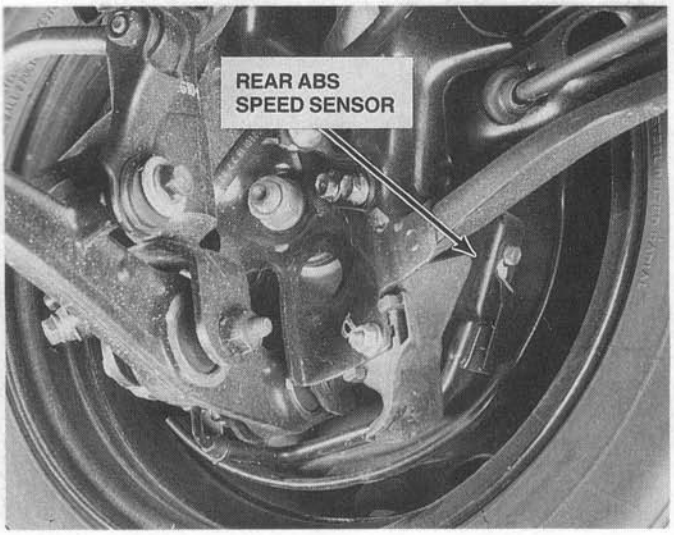


Component Location

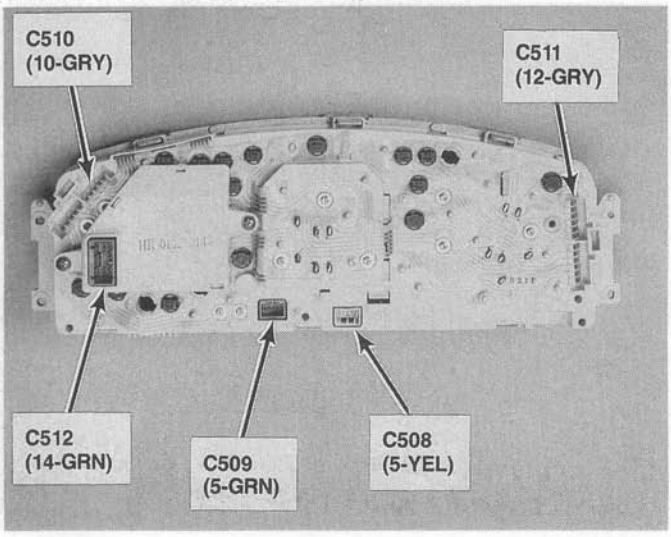
49. Behind Left Front Wheel (Right Similar)



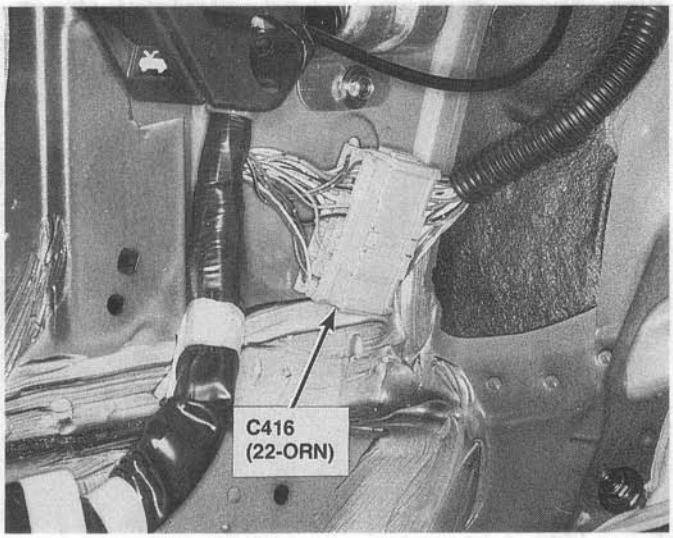
50. Behind Left Rear Wheel (Right Similar)



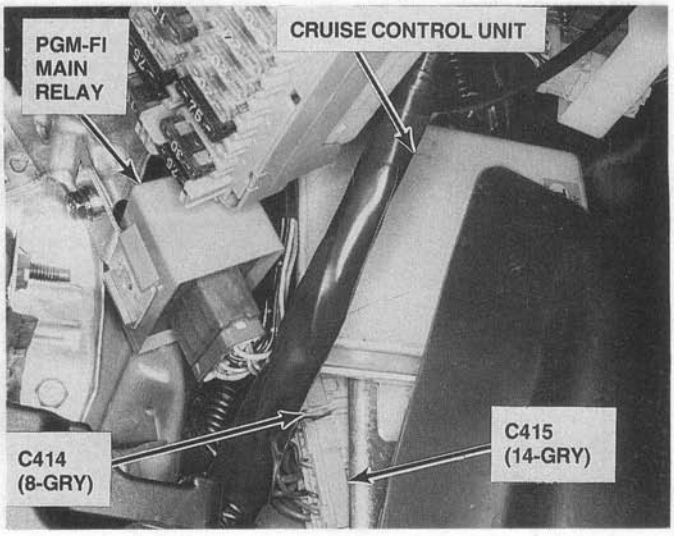
51. Rear of Gauge Assembly



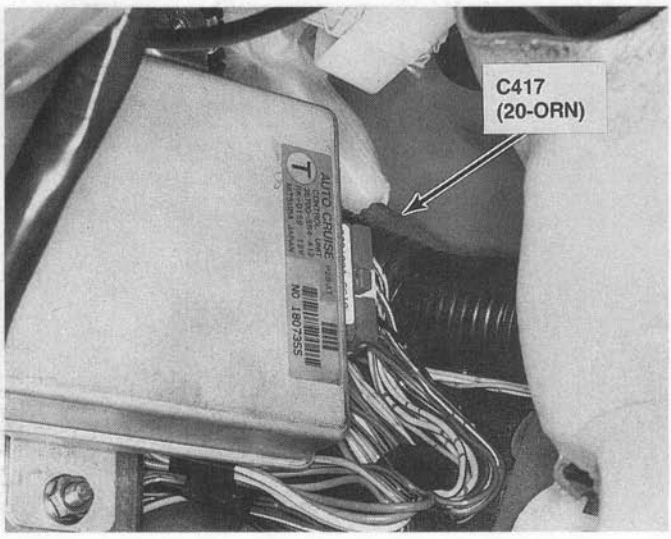
52. Left Kick Panel



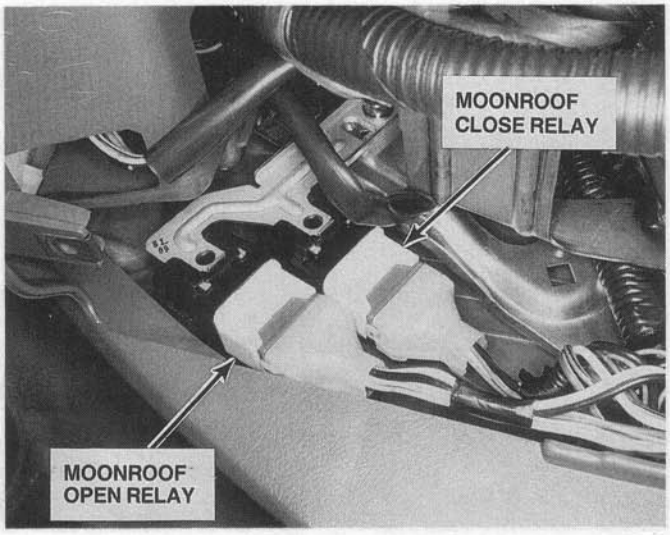
53. Left Kick Panel



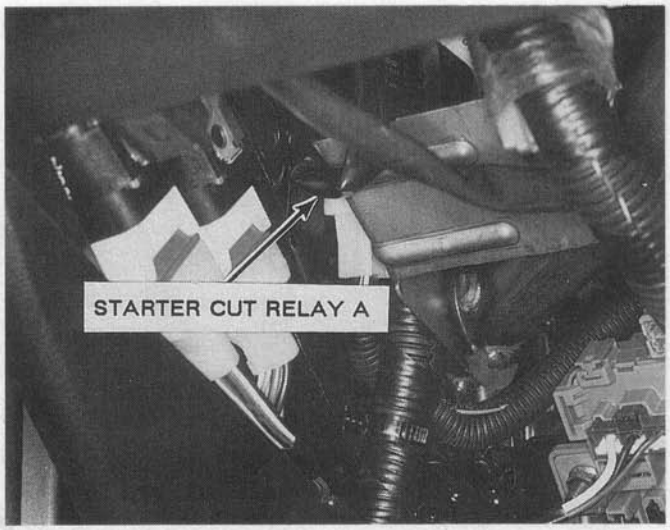
54. Left Kick Panel



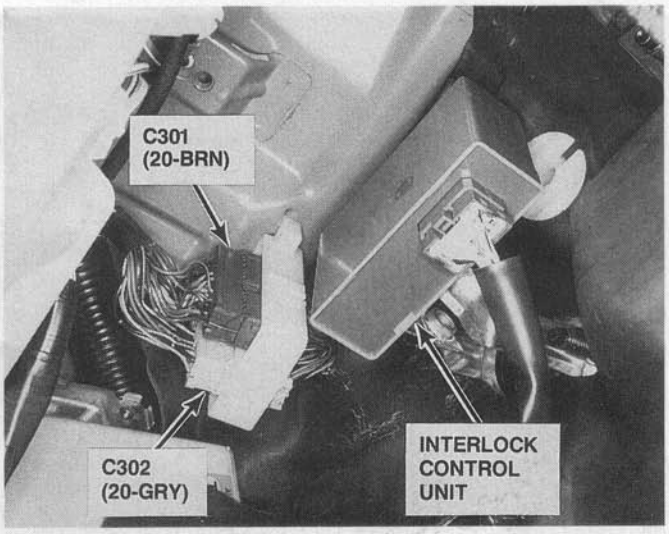
55. Behind Left Side of Dash



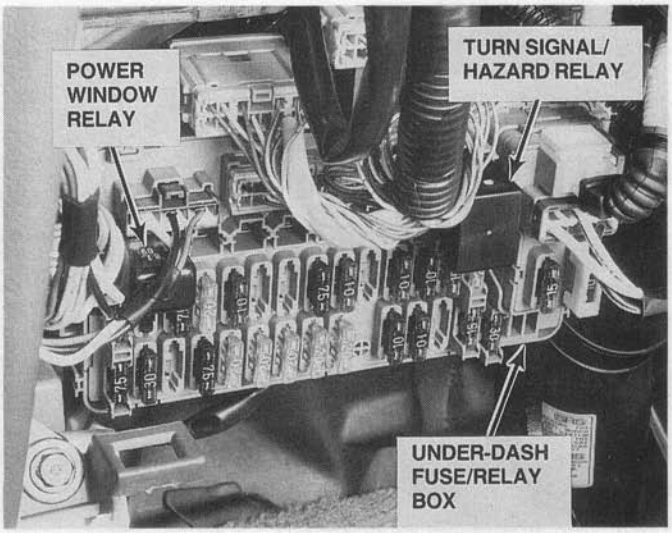
56. Behind Left Side of Dash



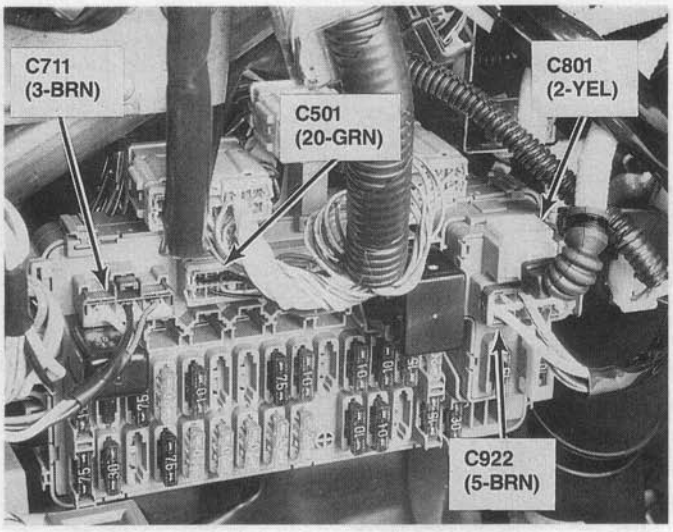
57. Behind Left Side of Dash



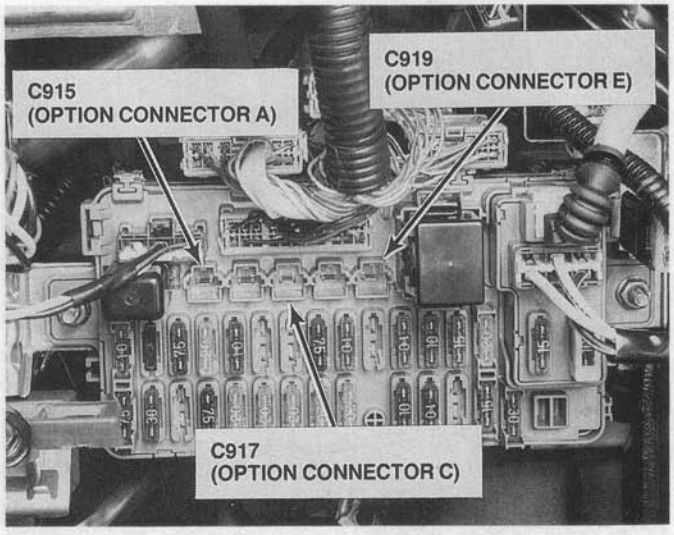
58. Behind Left Side of Dash



59. Behind Left Side of Dash

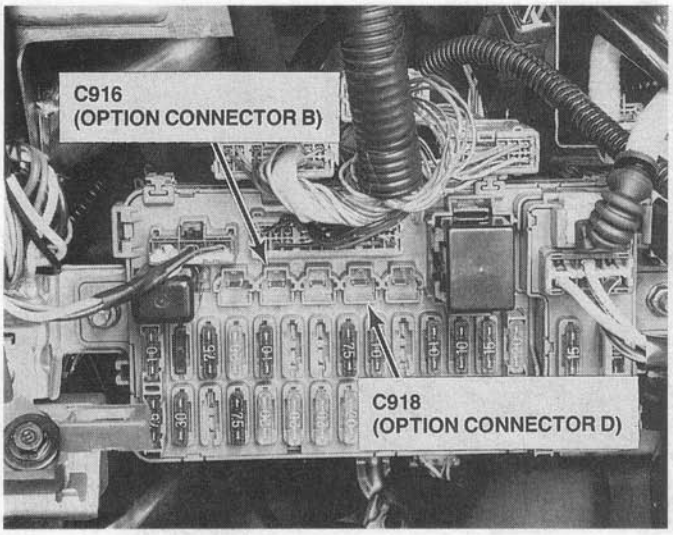


60. Behind Left Side of Dash

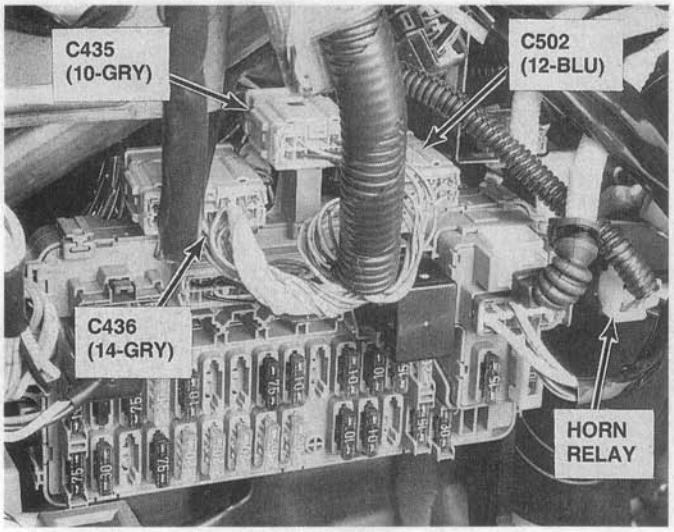


Component Location

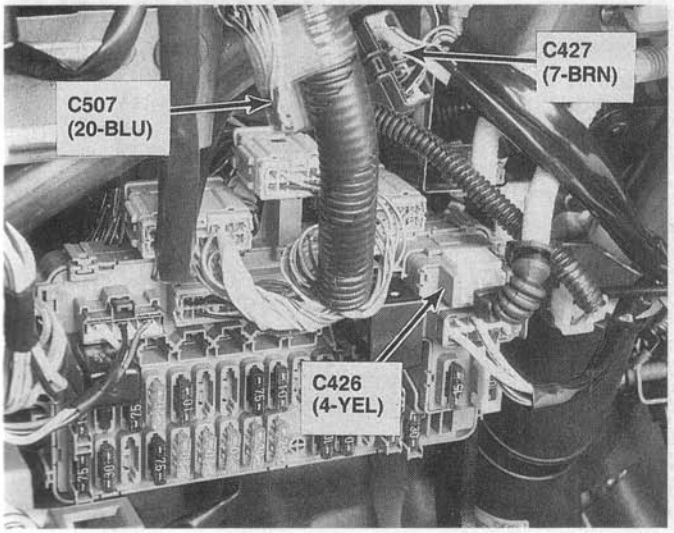
61. Behind Left Side of Dash



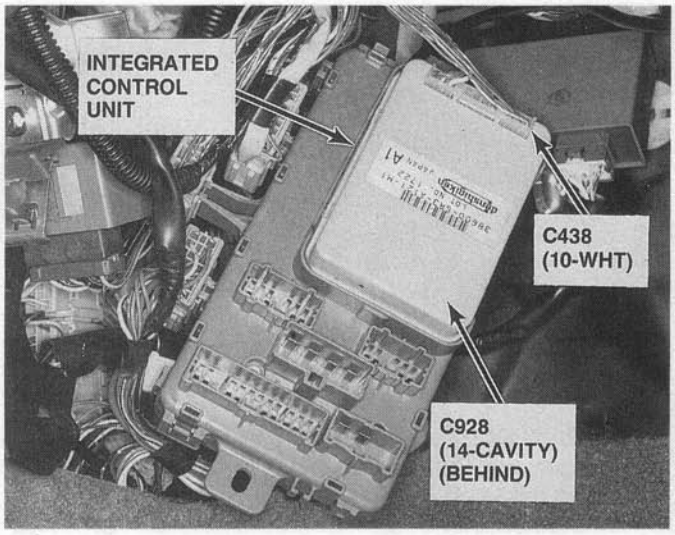
62. Behind Left Side of Dash



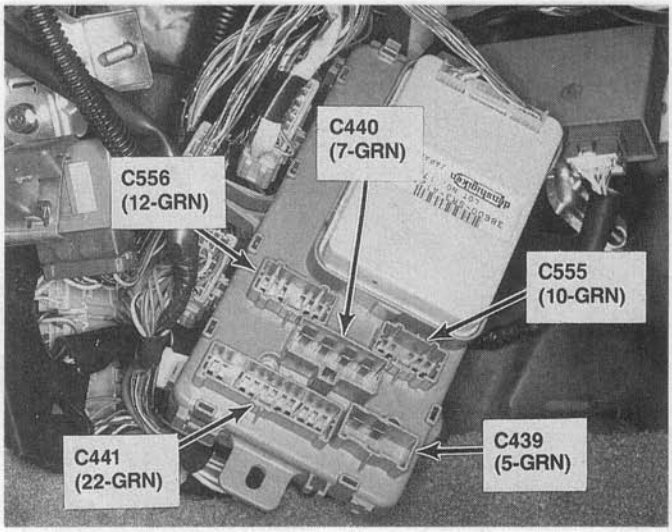
63. Behind Left Side of Dash



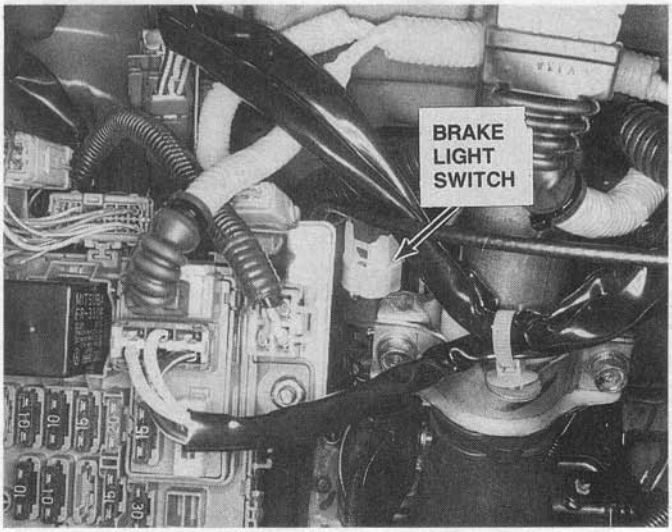
64. Rear of Under-dash Fuse/Relay Box



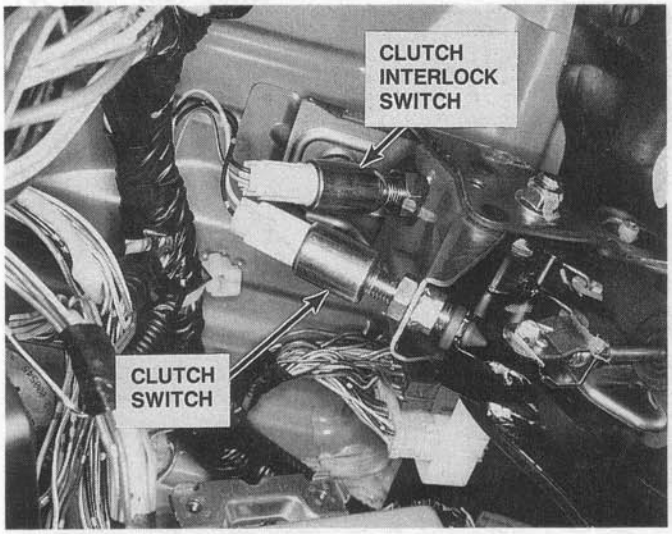
65. Rear of Under-dash Fuse/Relay Box



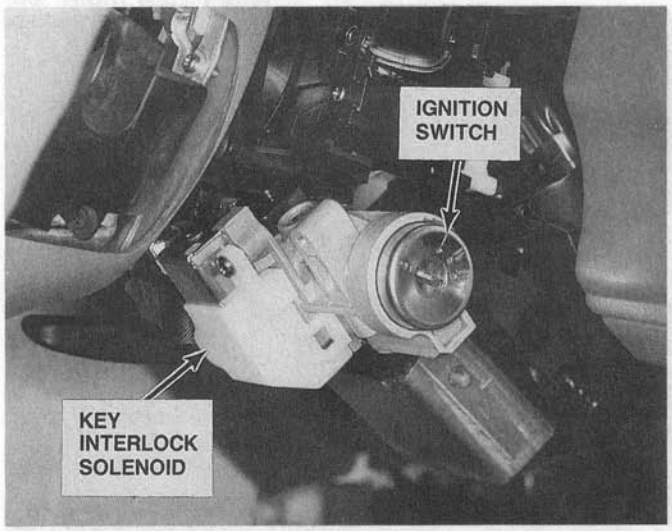
66. Behind Left Side of Dash



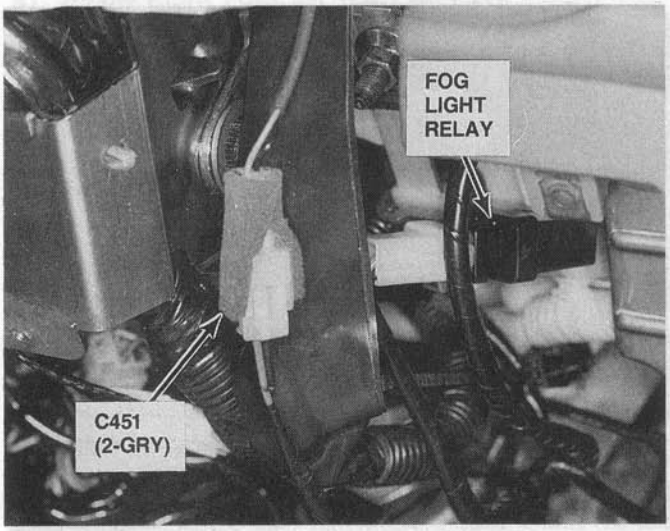
67. Behind Left Side of Dash



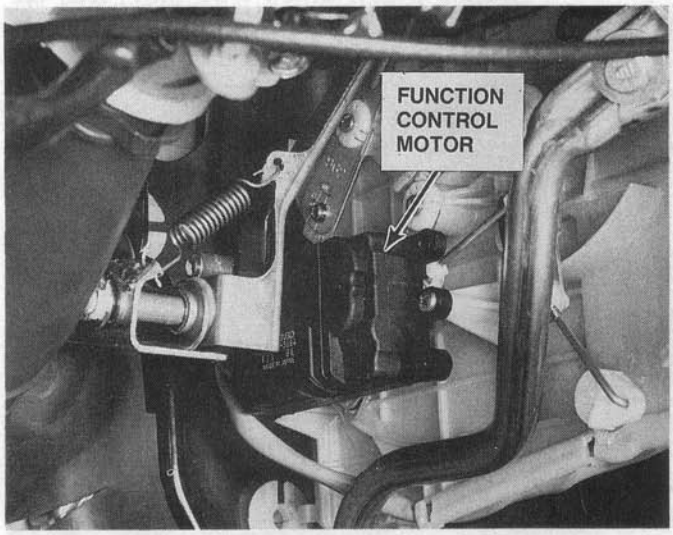
68. Right Side of Steering Column



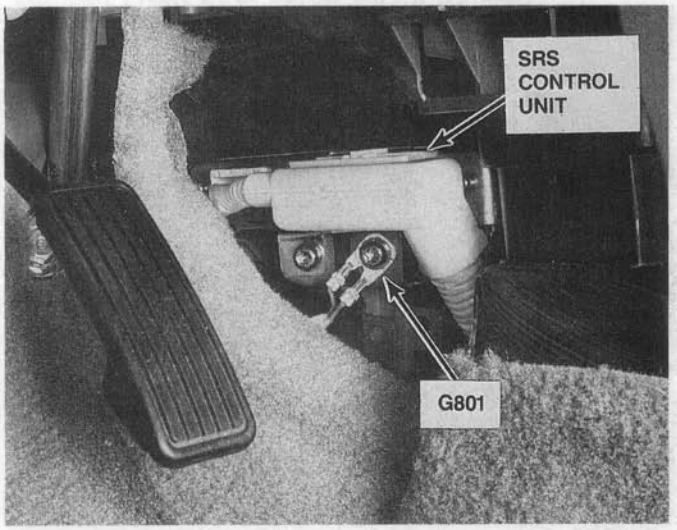
69. Behind Left Side of Dash,
Right of Column



70. Behind Left Side of dash,
Right of Column



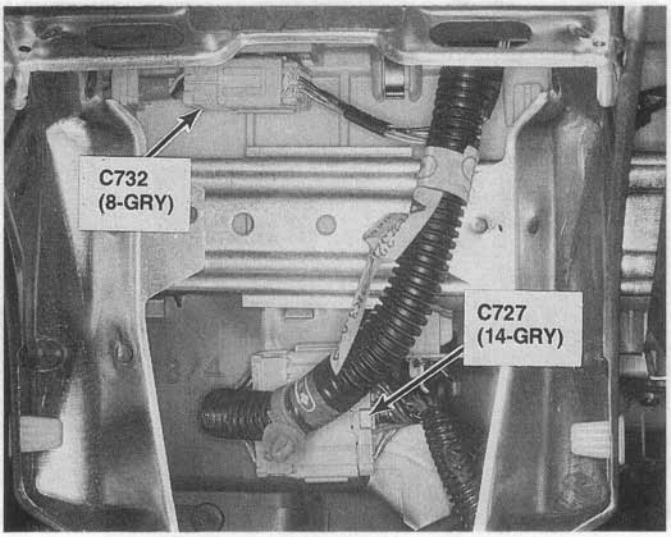
71. Behind Left Side of Dash,
Right of Column



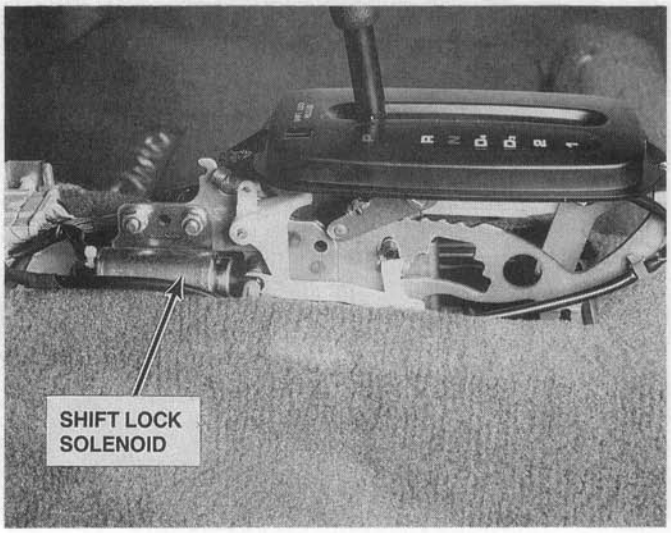
72. Behind Center Lower Cover

Component Location

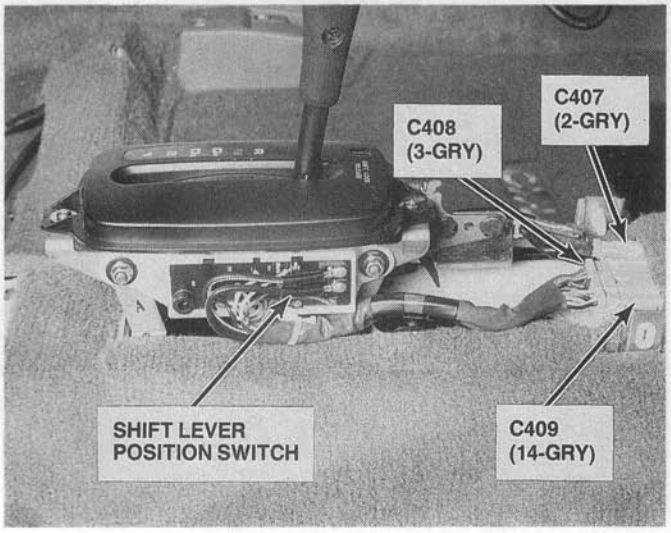
73. Behind Center Lower Cover



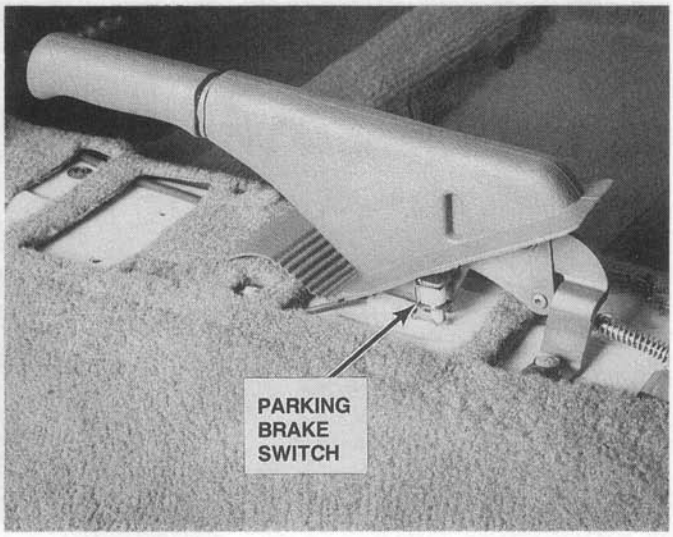
74. Below Center Console



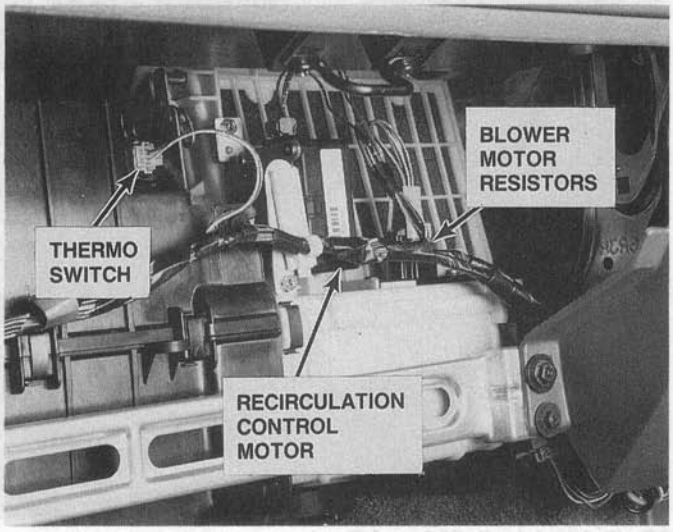
75. Below Center Console



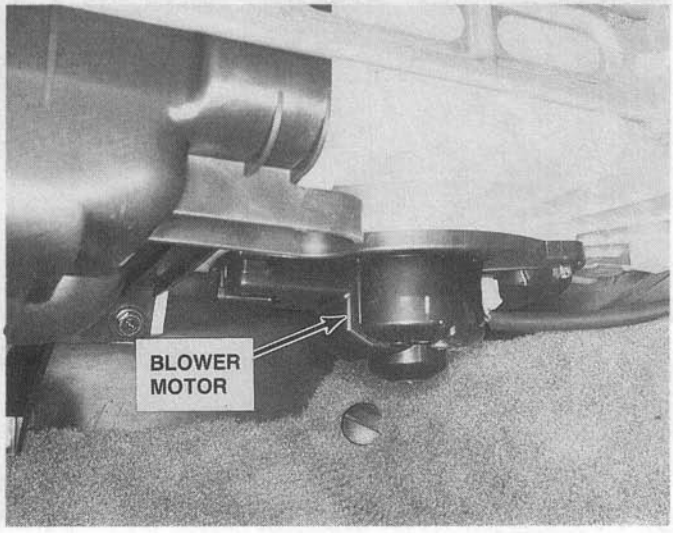
76. Below Rear Console



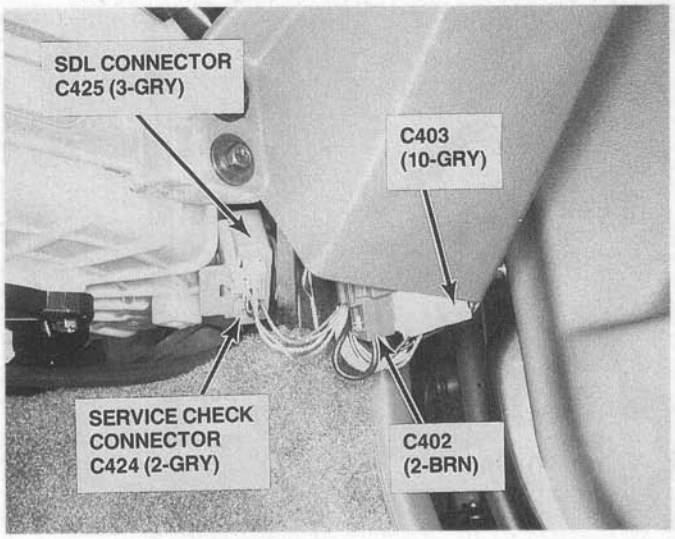
77. Behind Glove Box



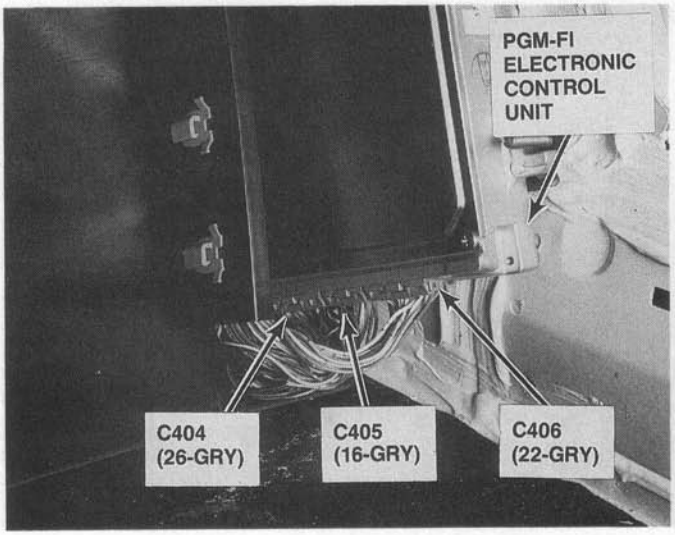
78. Below Right Side of Dash



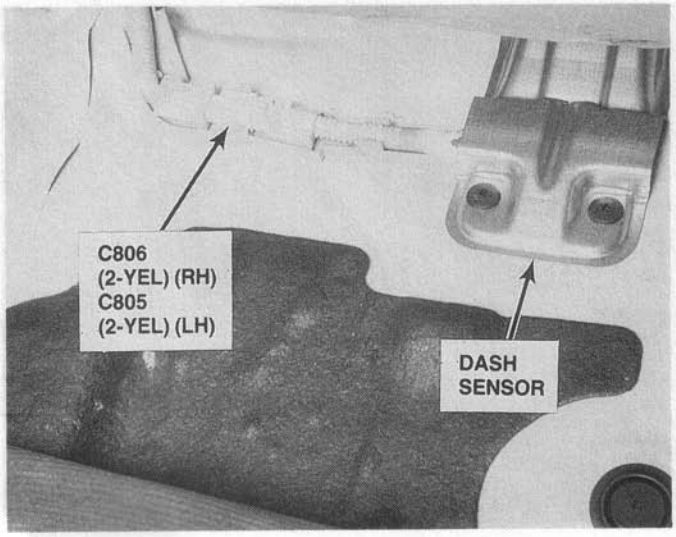
79. Right Kick Panel



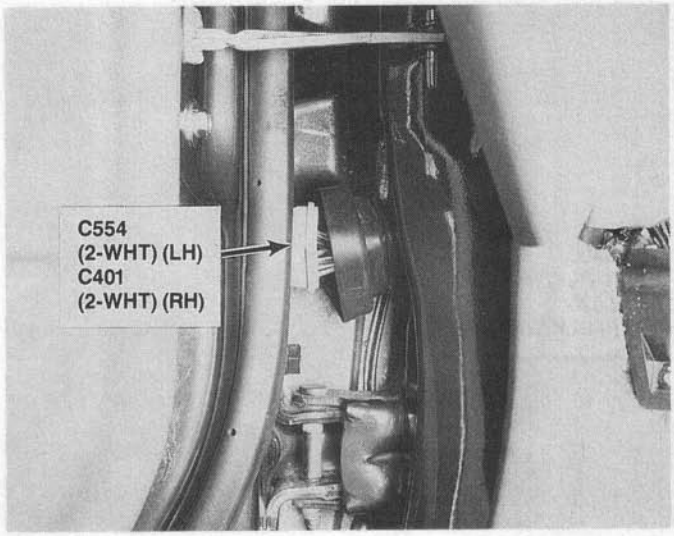
80. Right Kick Panel



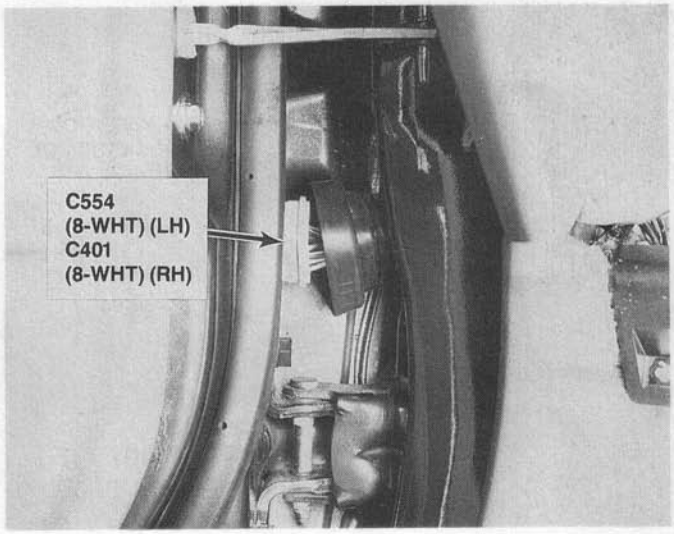
81. Below Right Footrest (Left Similar)



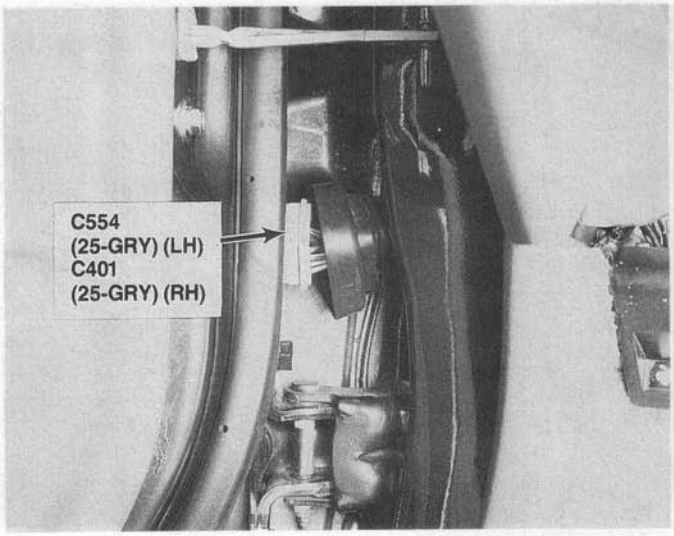
82. Left Front Door Jamb (Right Similar)



83. Left Front Door Jamb (Right Similar)

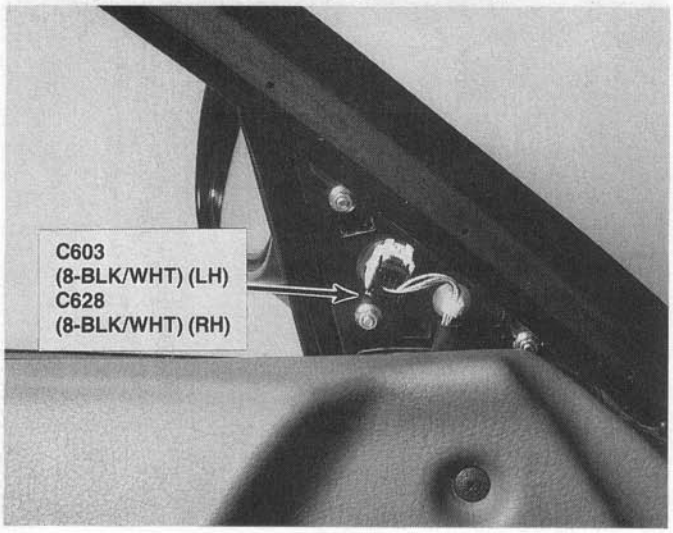


84. Left Front Door Jamb (Right Similar)

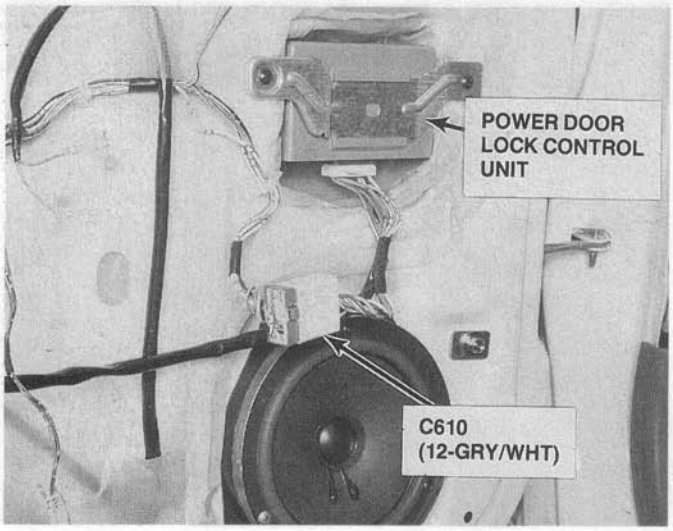


Component Location

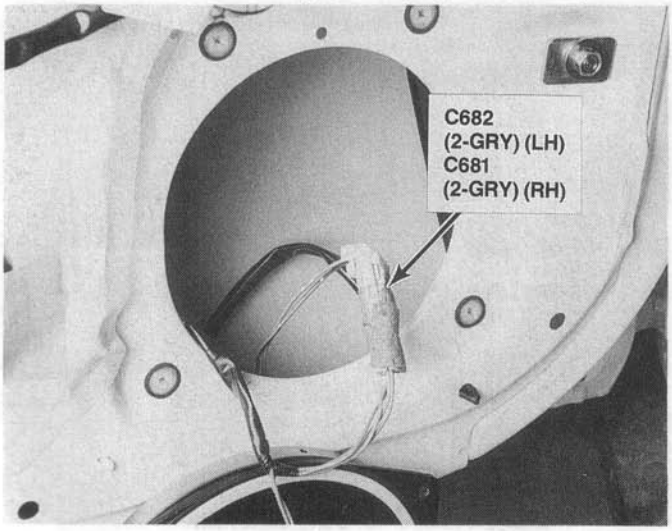
85. Top Left Front Door (Right Similar)



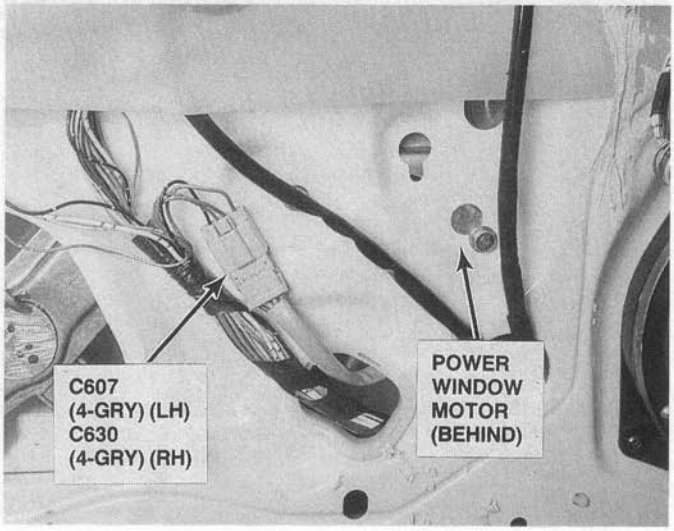
86. Front of Left Front Door



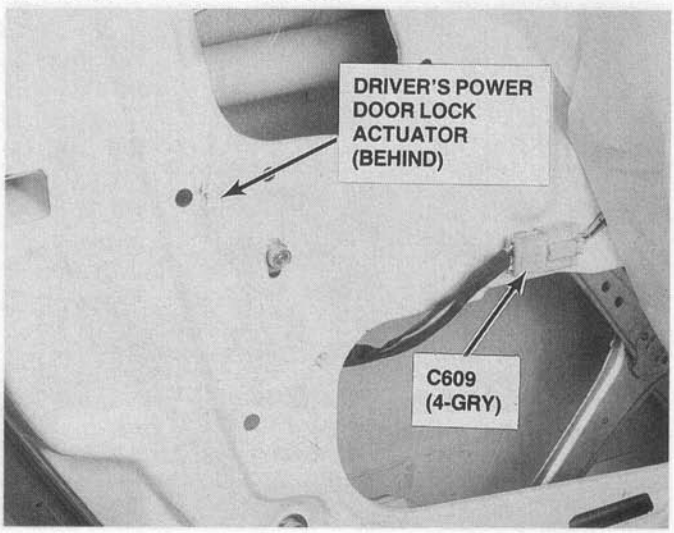
87. Behind Left Front Speaker (Right Similar)



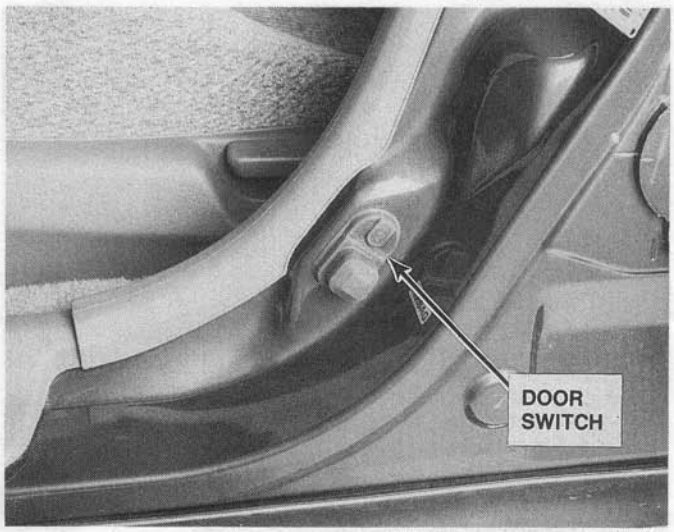
88. Middle of Left Front Door (Right Similar)



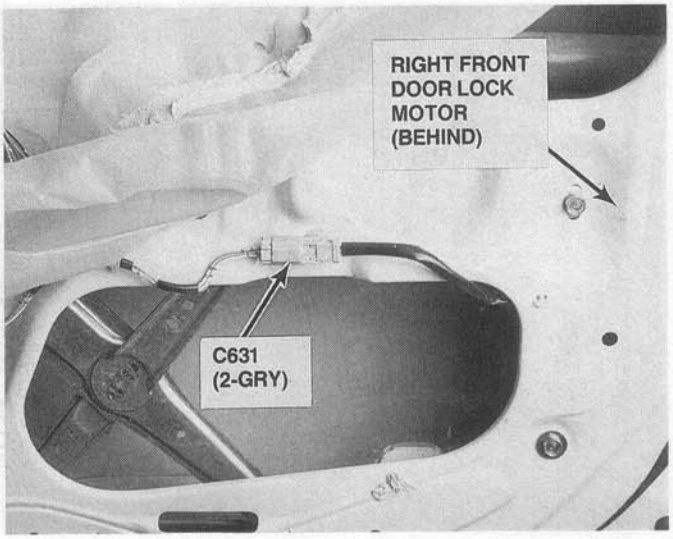
89. Rear of Left Front Door



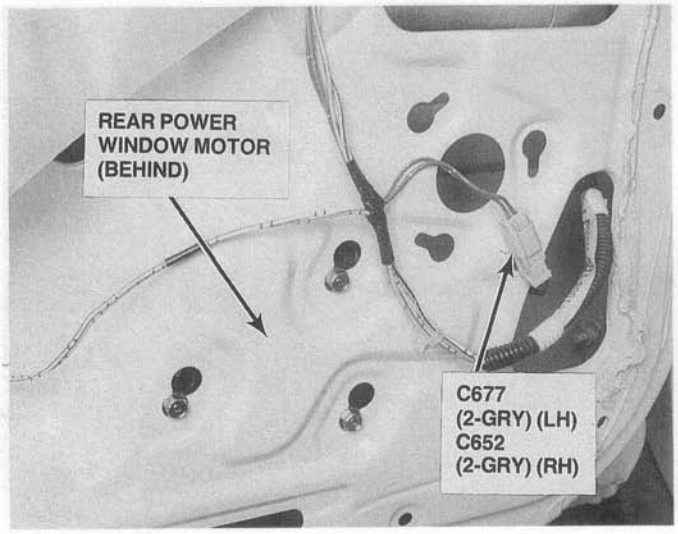
90. Rear of Left Front Door Area (Right Similar)



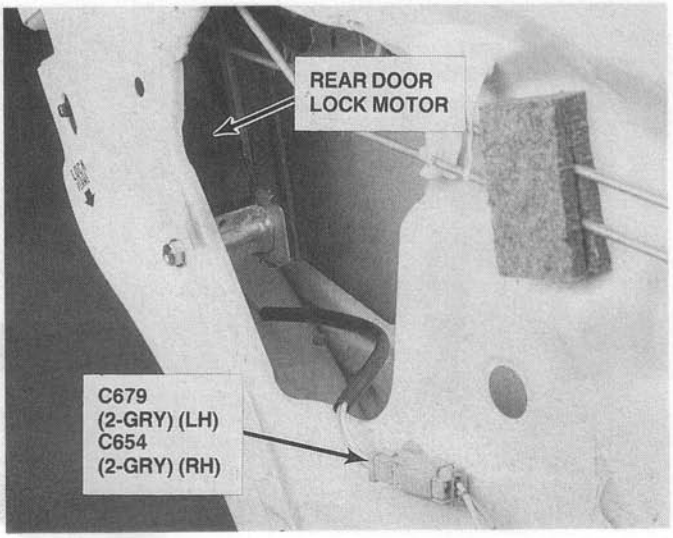
91. Rear of Right Front Door



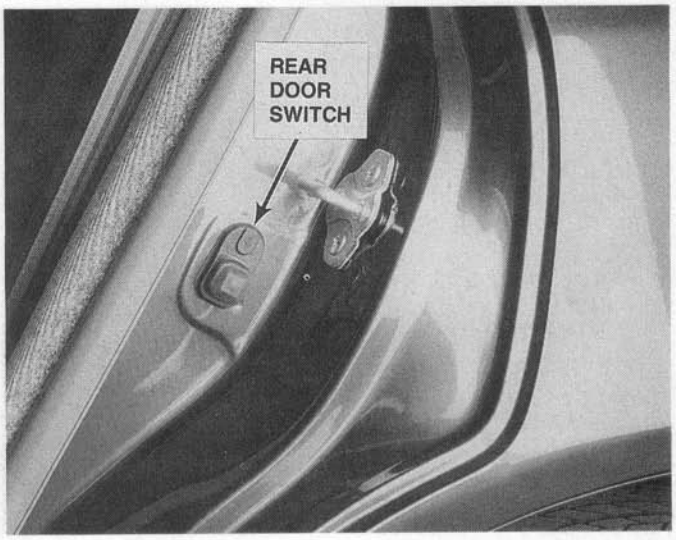
92. Front of Left Rear Door (Right Similar)



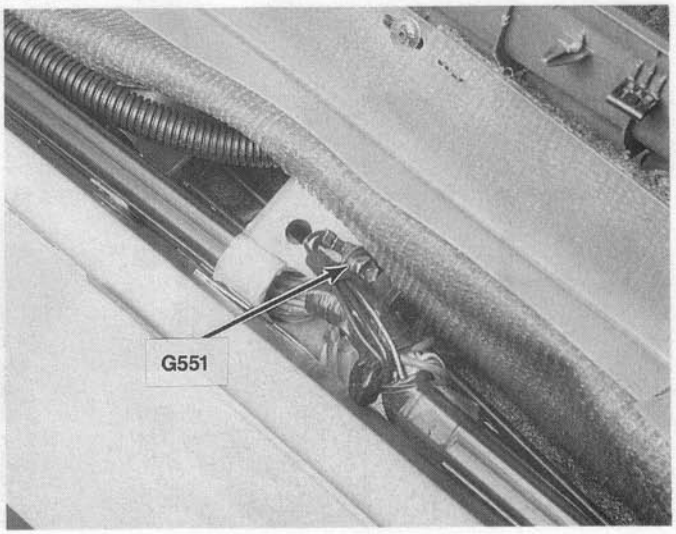
93. Rear of Left Rear Door (Right Similar)



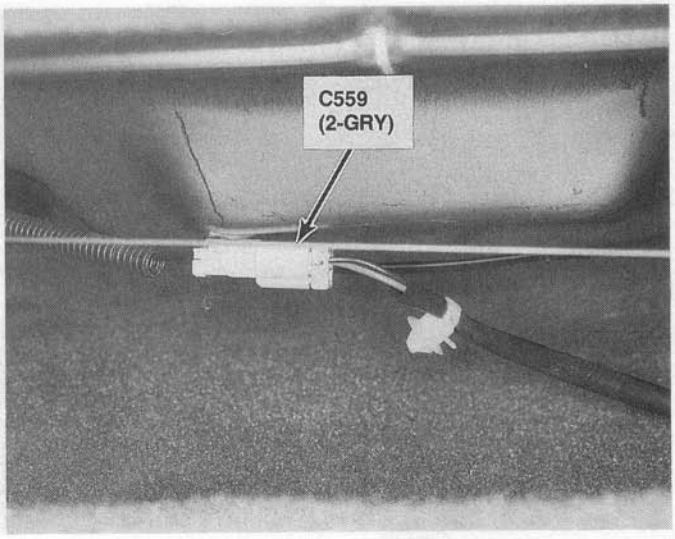
94. Rear of Left Rear Door Area (Right Similar)



95. Left Door Sill

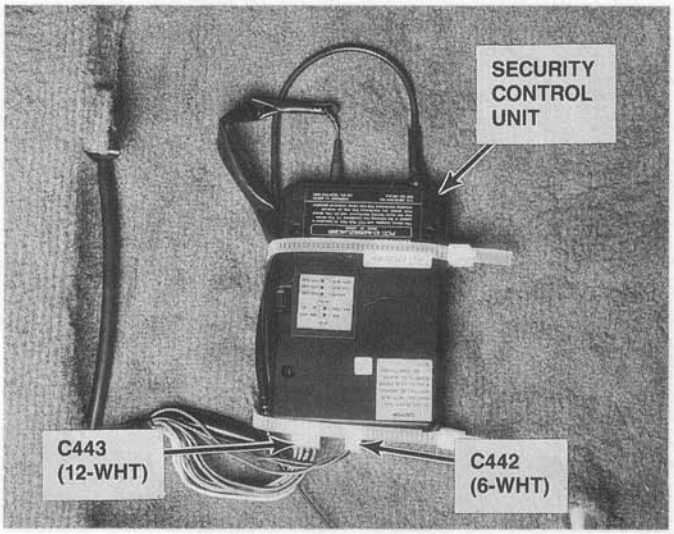


96. Below Left Front Seat

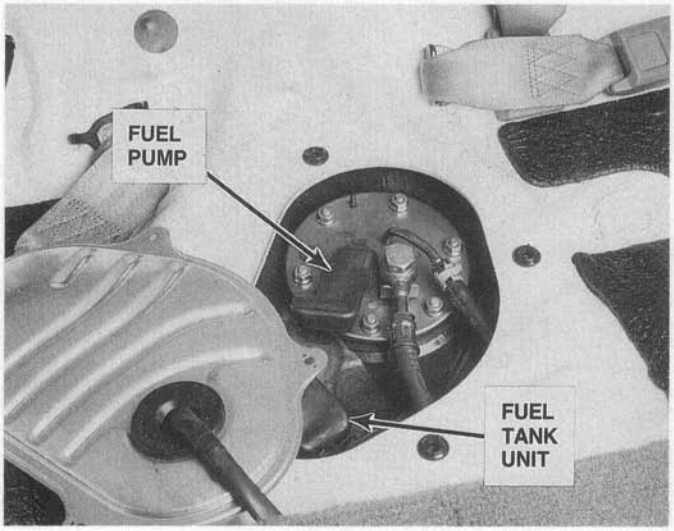


Component Location

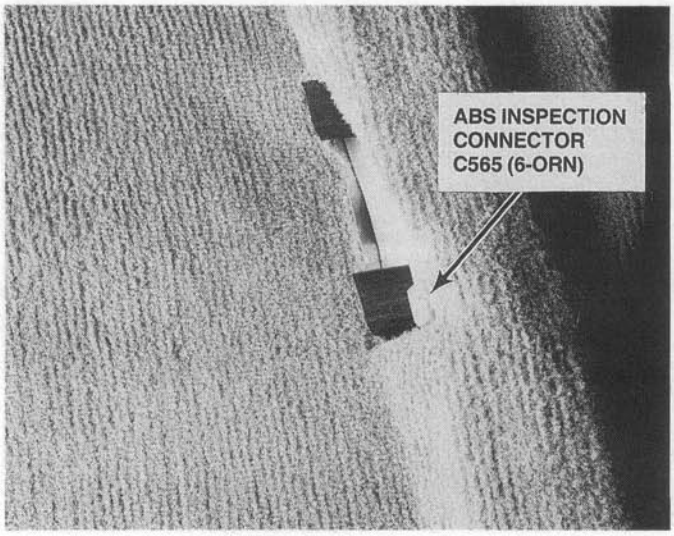
97. Below Left Front Seat



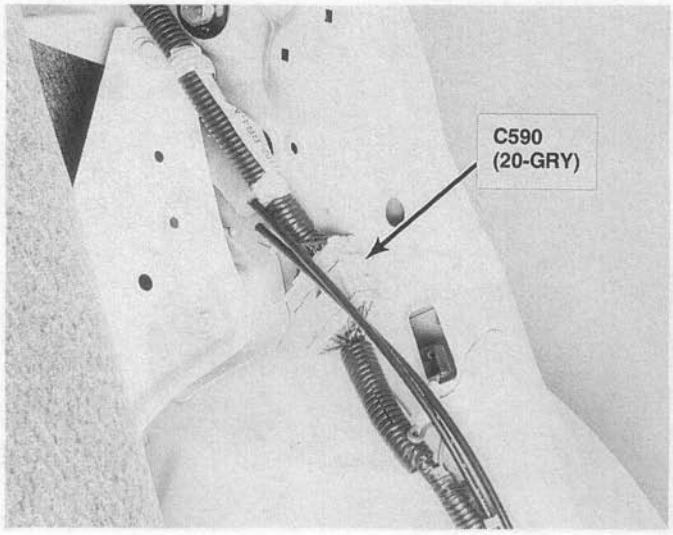
98. Below Right Front Seat



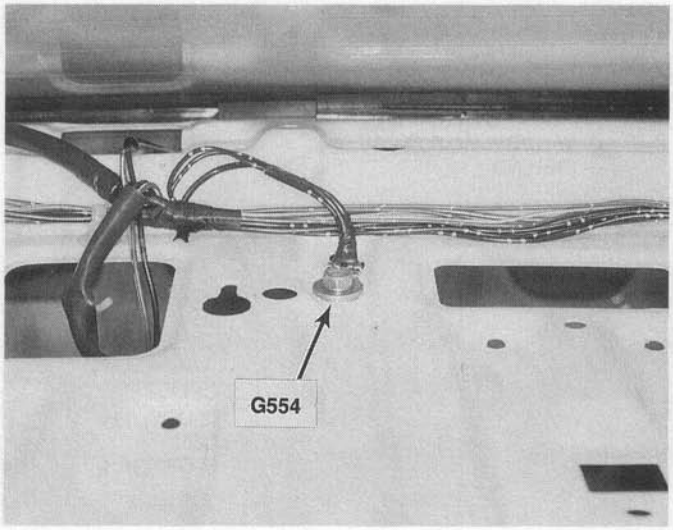
99. Below Center of Rear Seat



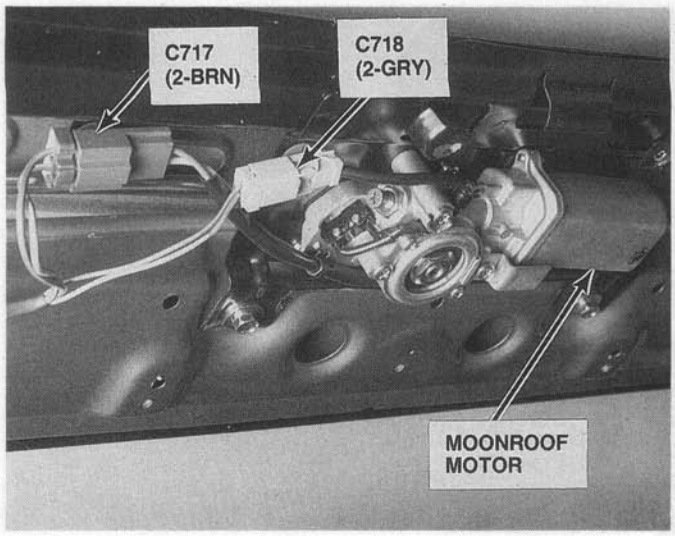
100. Behind Left Side of Rear Seat



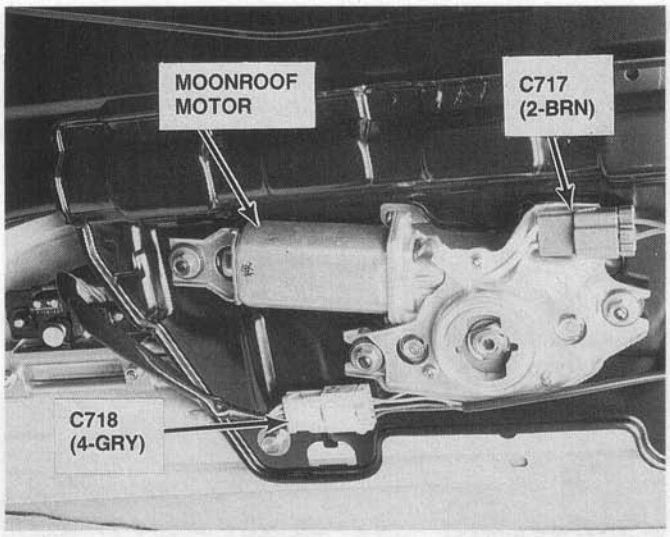
101. Top Middle of Rear Shelf



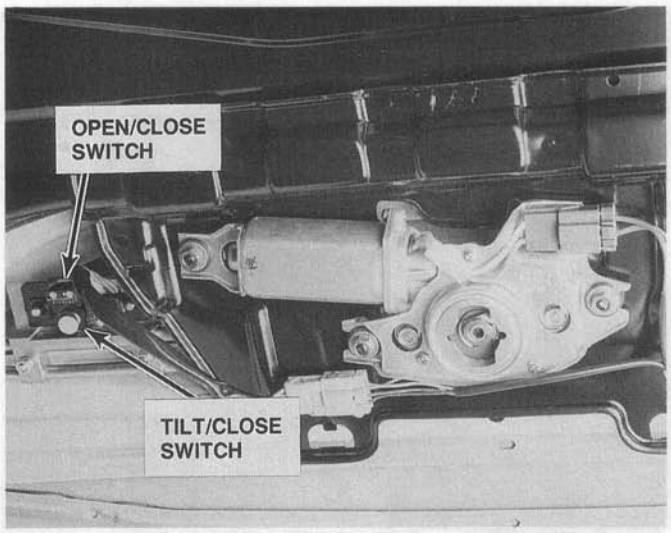
102. Center Front of Roof



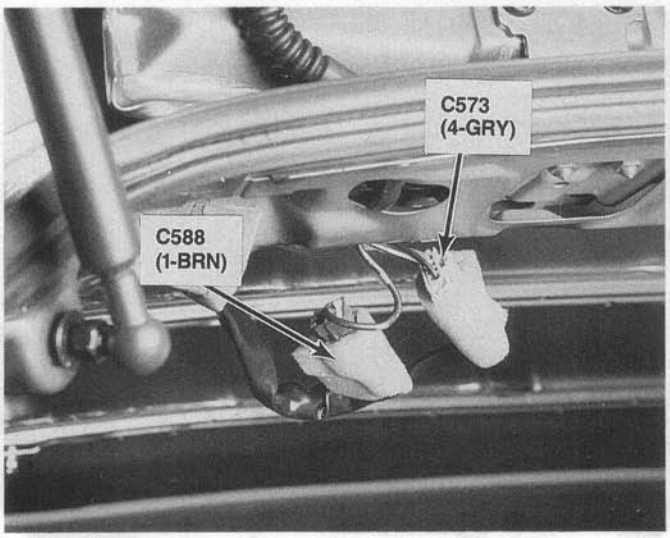
103. Center Rear of Roof



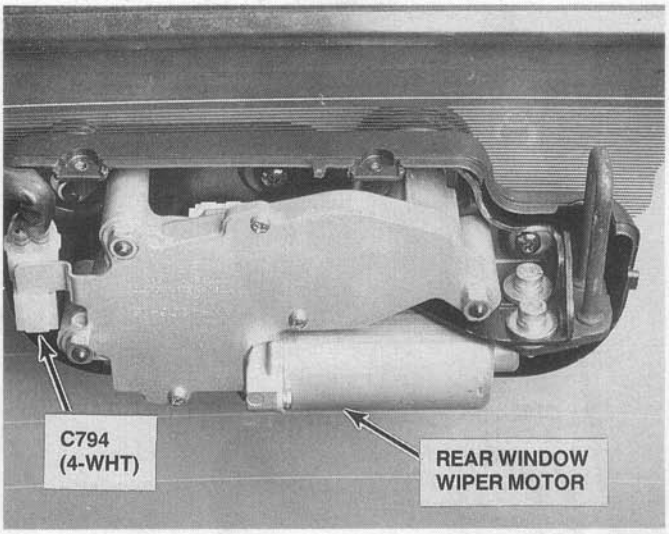
104. Center Rear of Roof



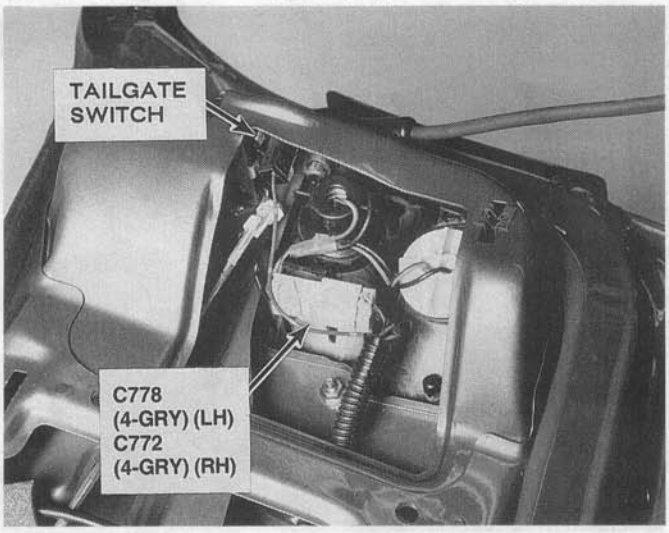
105. Left Rear Corner of Roof



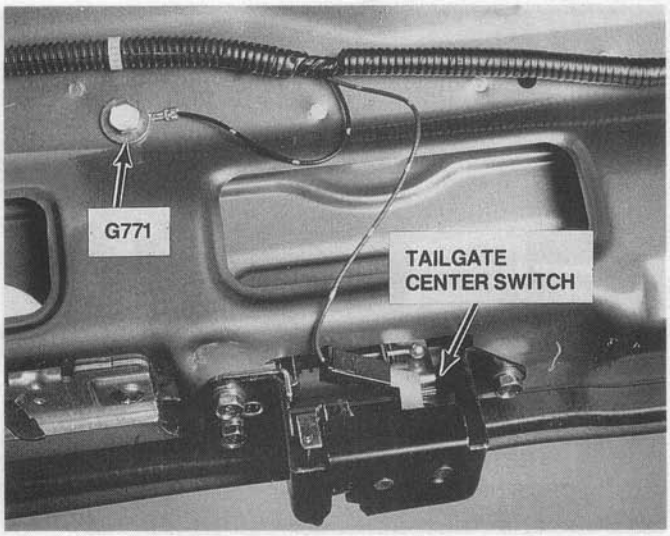
106. Bottom of Hatch



107. Left Side of Tailgate (Right Similar)

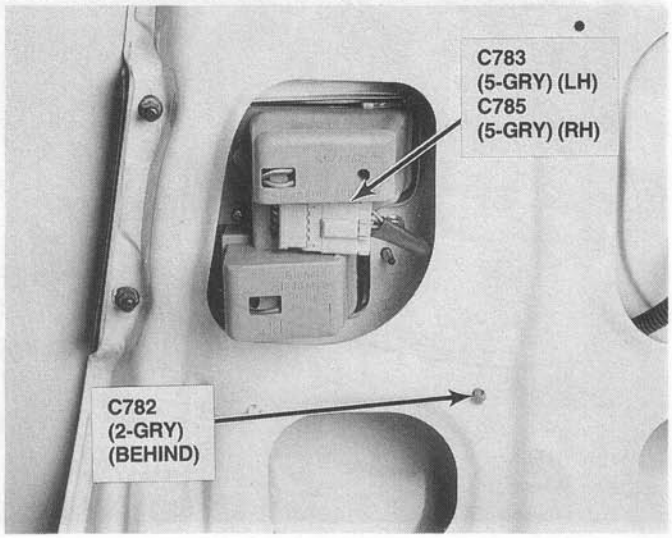


108. Center of Tailgate

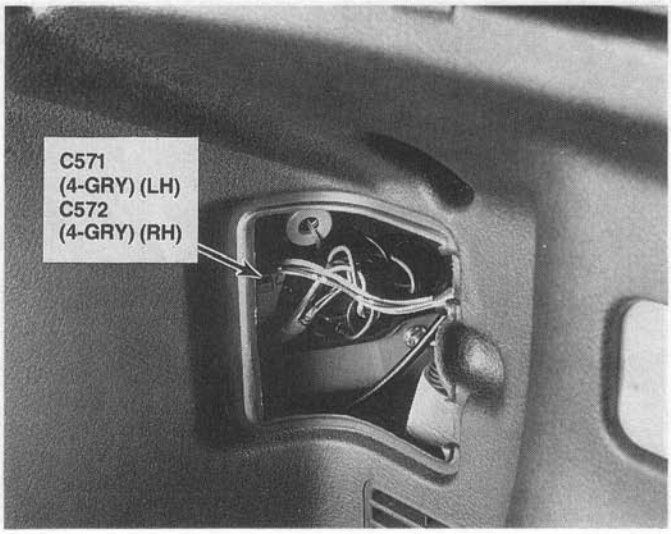


Component Location

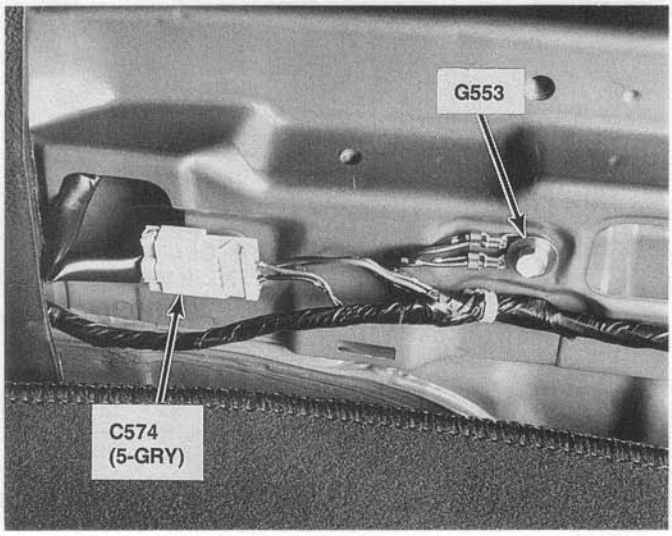
109. Left Side of Trunk Lid (Right Similar)



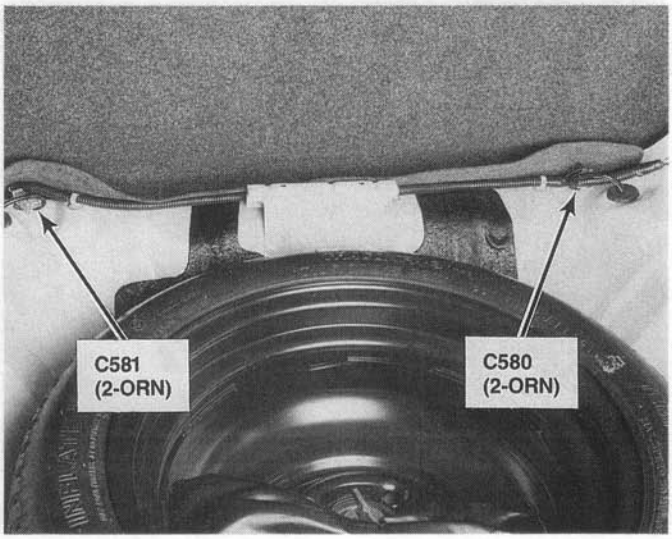
110. Left Rear Corner of Cargo Area (Right Similar)



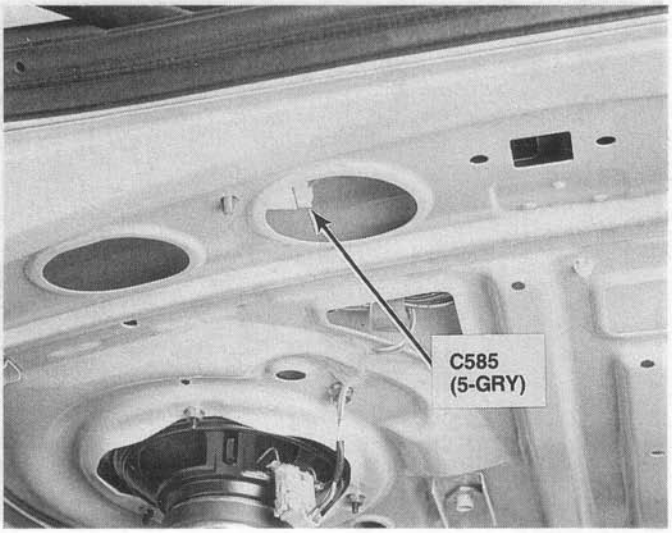
111. Right Rear of Cargo Area



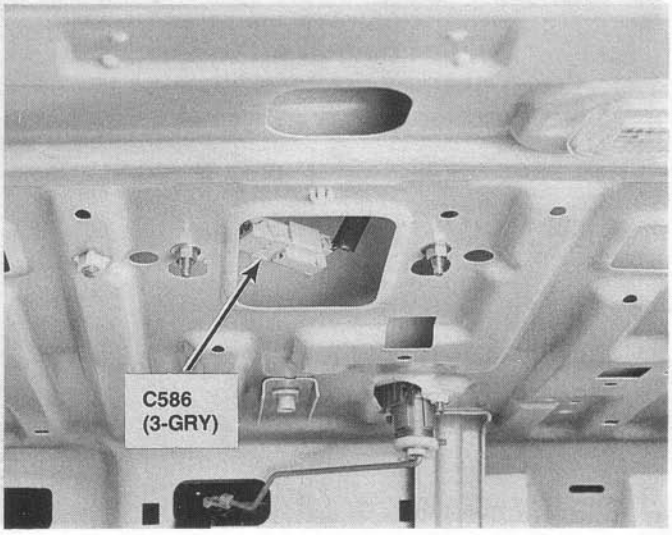
112. Front of Trunk



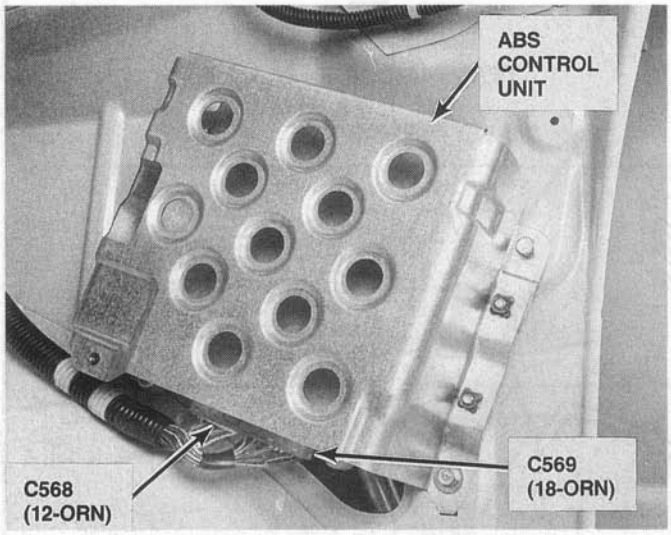
113. Below Left Side of Rear Shelf



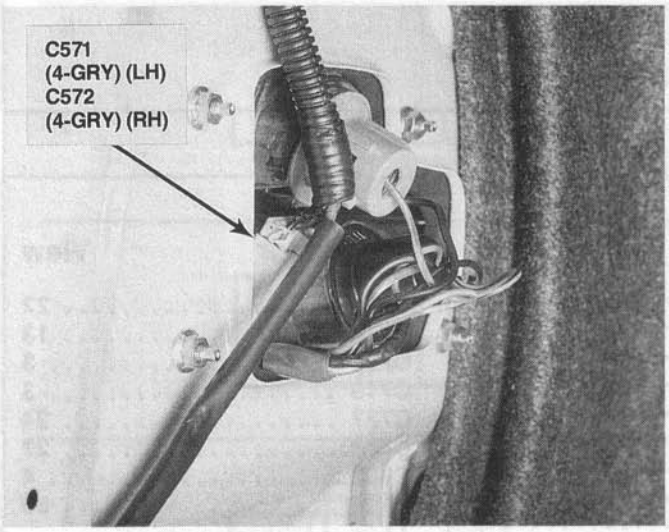
114. Below Middle of Rear Shelf



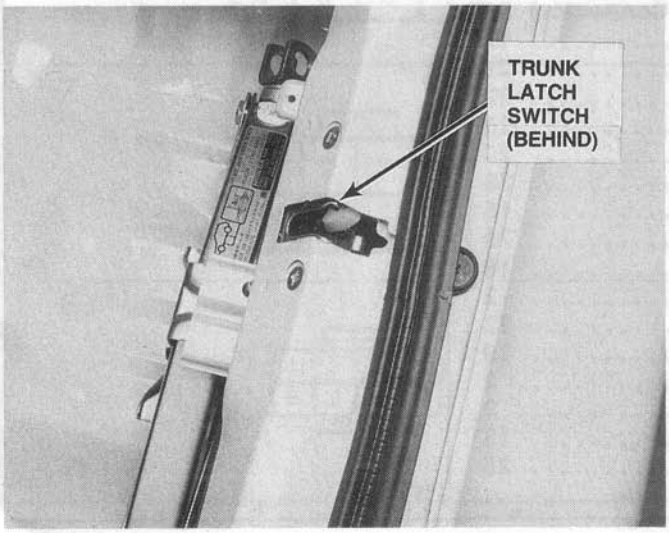
115. Right Side of Trunk



116. Left Rear Corner of Trunk (Right Similar)

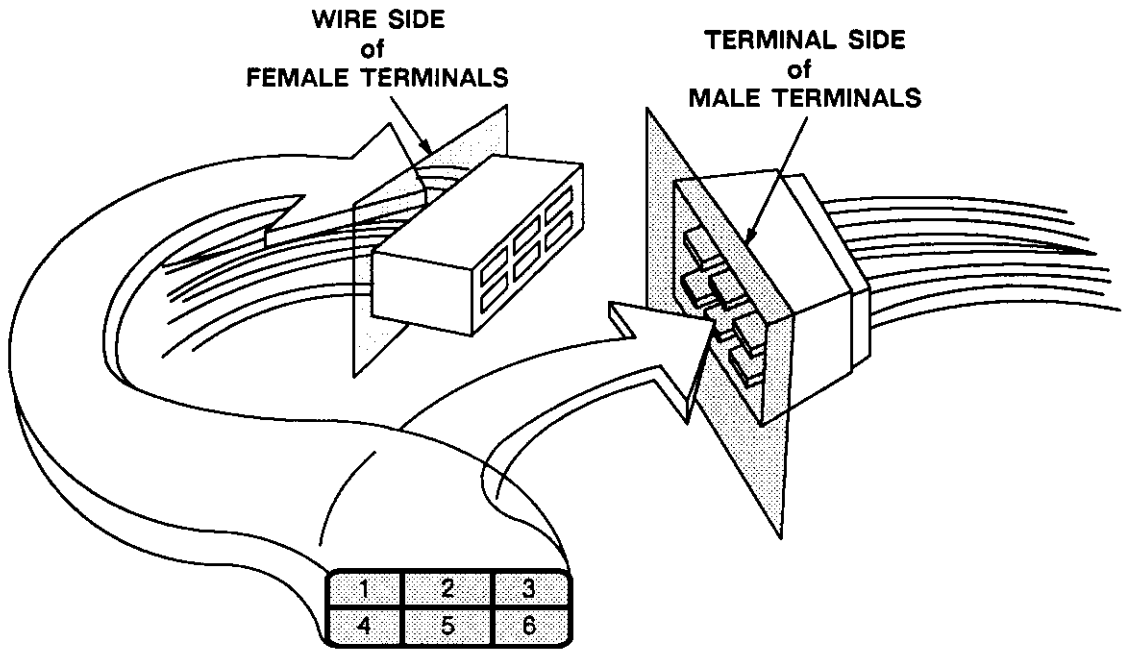


117. Center Rear of Trunk



Connector Cavity Numbers

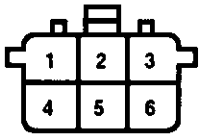
Cavity Numbering System



Connector View Index (Views are shown on following pages)

Connector Views

1



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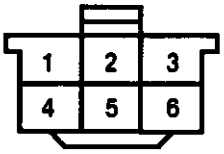

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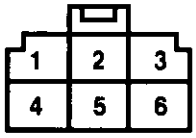

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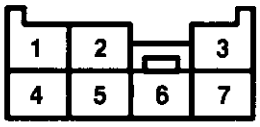

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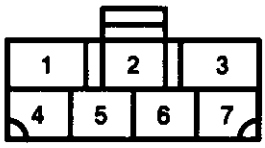

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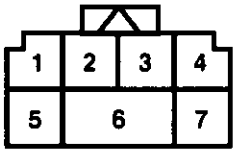

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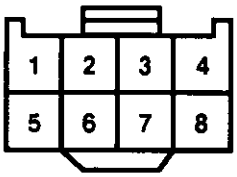

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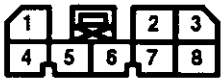

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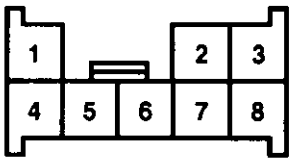

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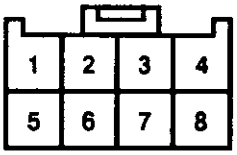

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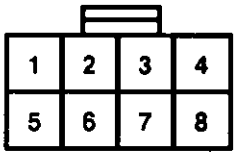

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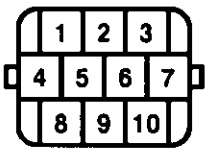

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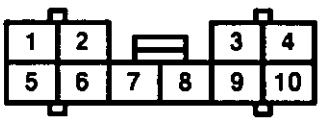

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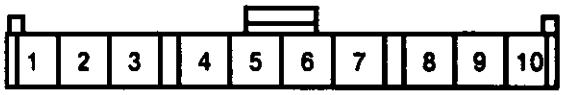

Connector Cavity Numbering

Connector Views

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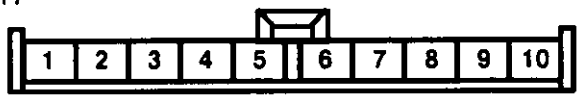

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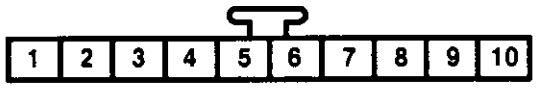

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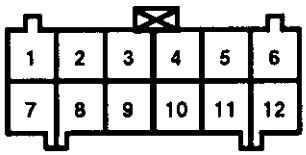

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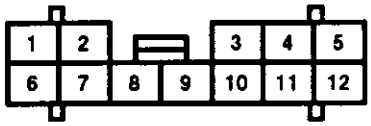

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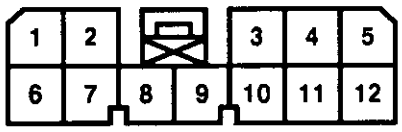

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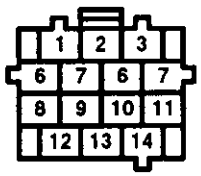

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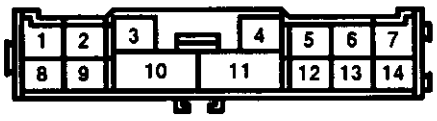

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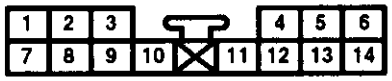

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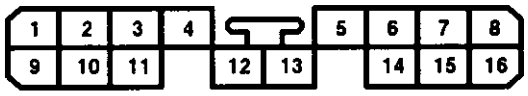

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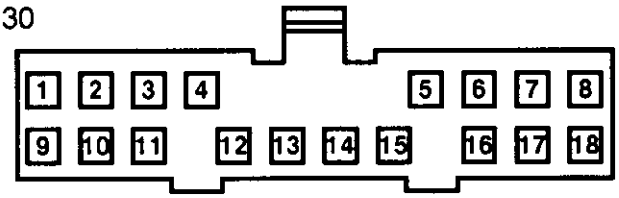

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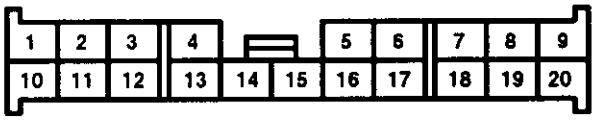

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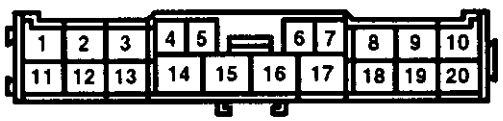

Connector Views

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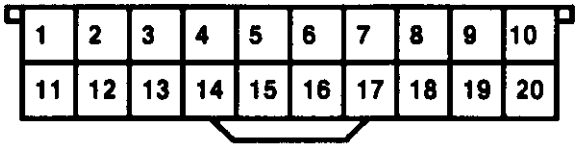

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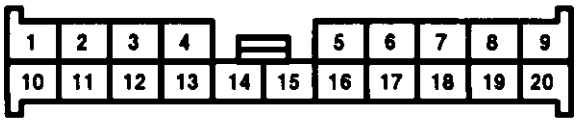

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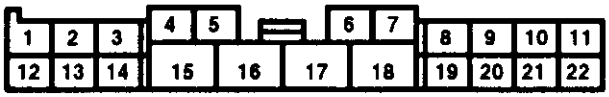

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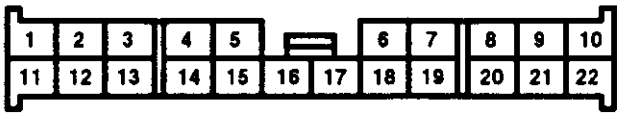

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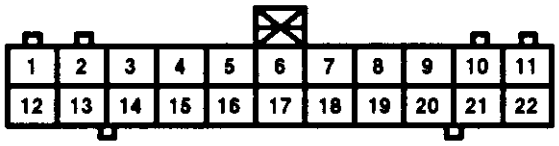

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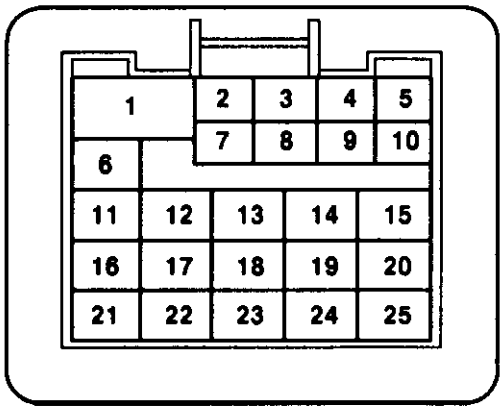

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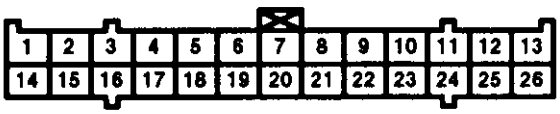

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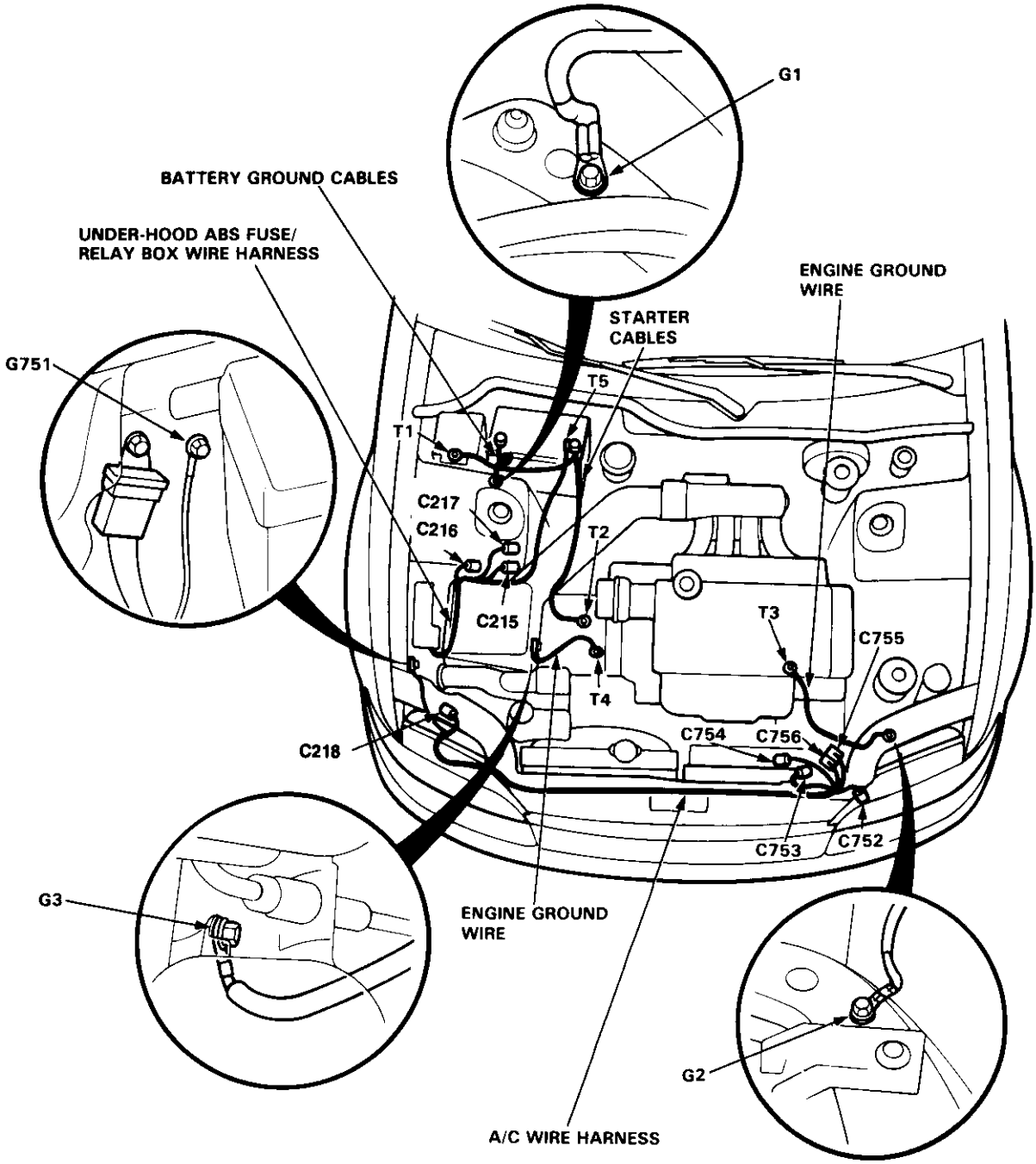

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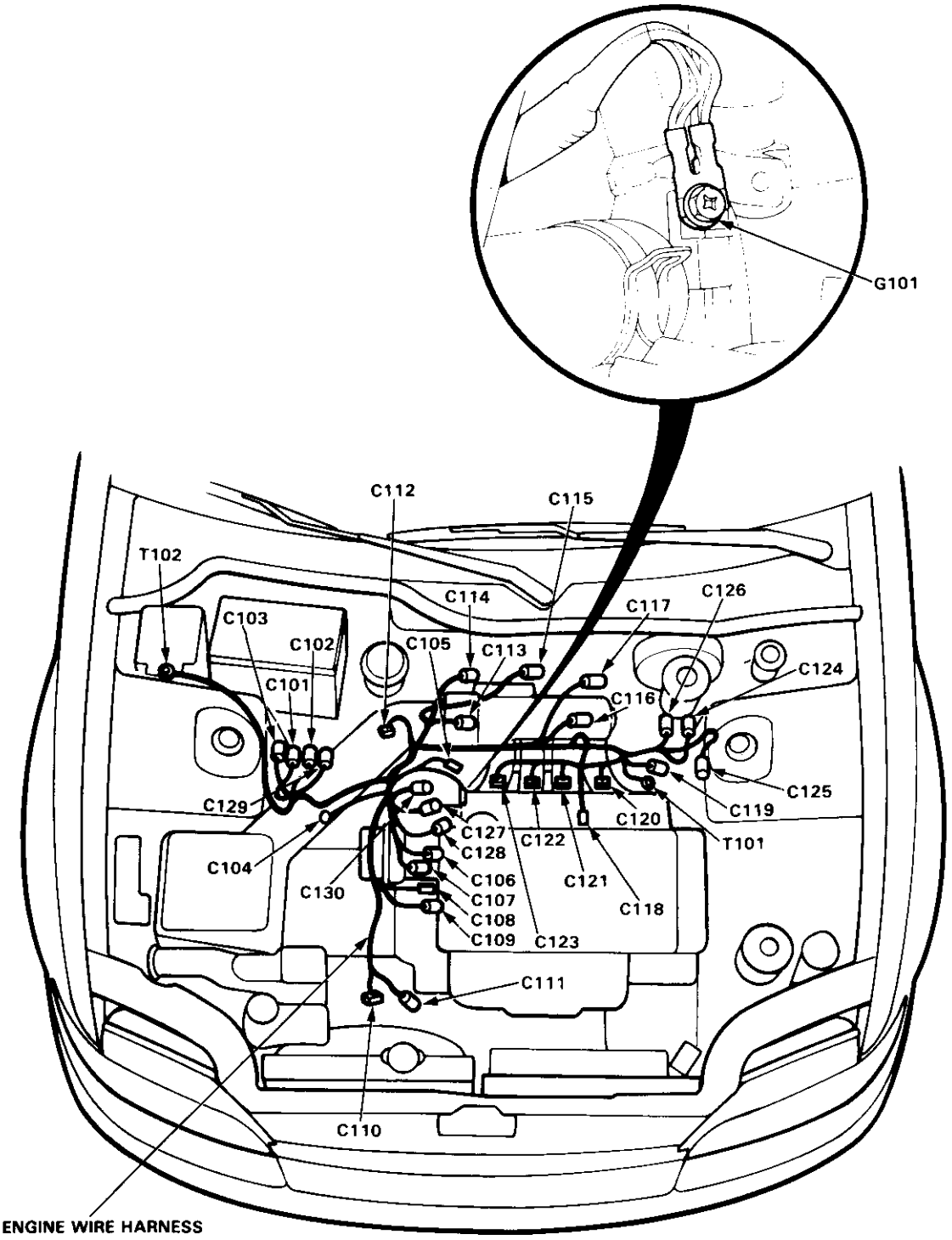
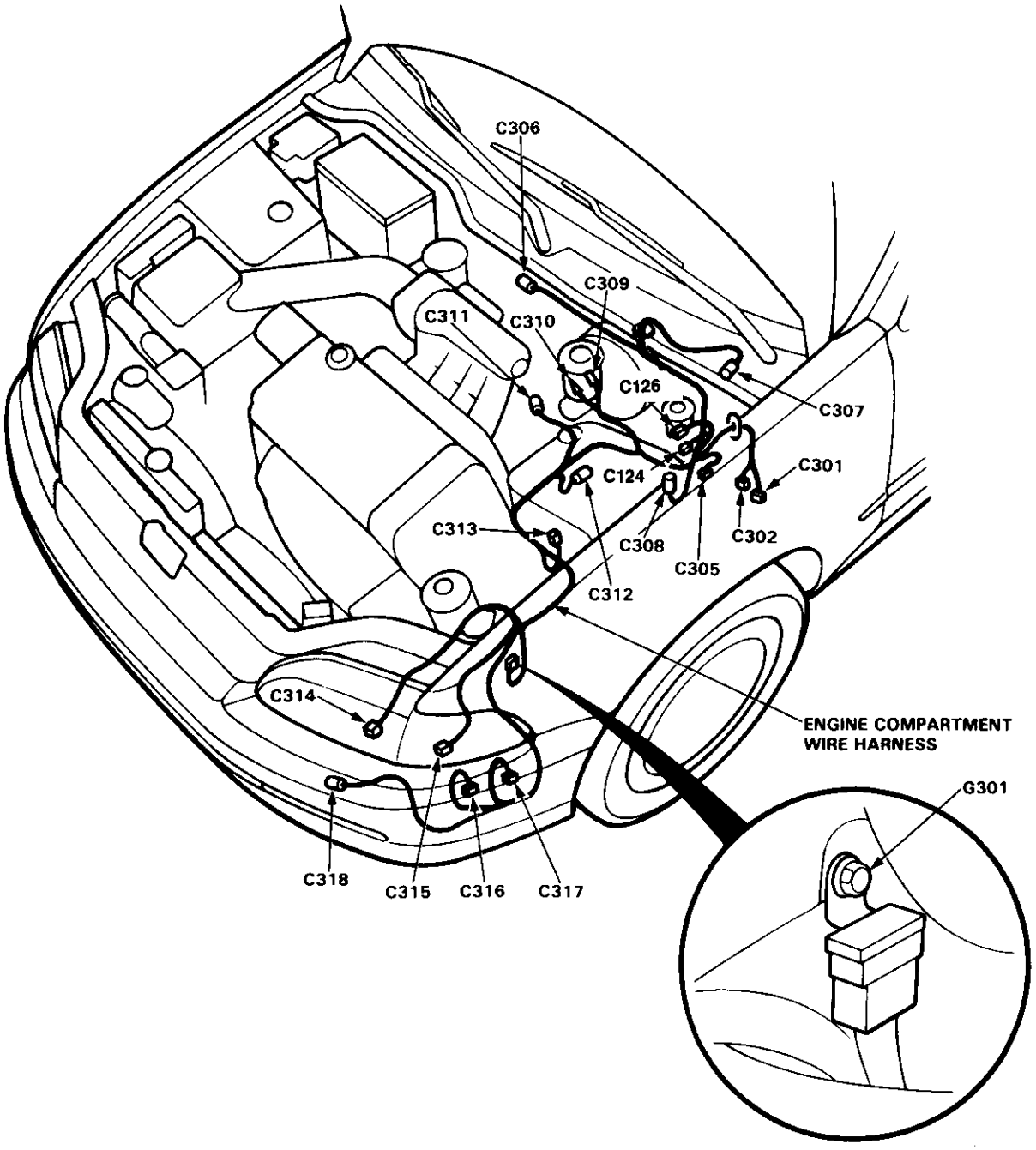
Connector Identification and Wire Harness Routing(cont'd)

– Engine Wire Harness



Engine Compartment Wire Harness



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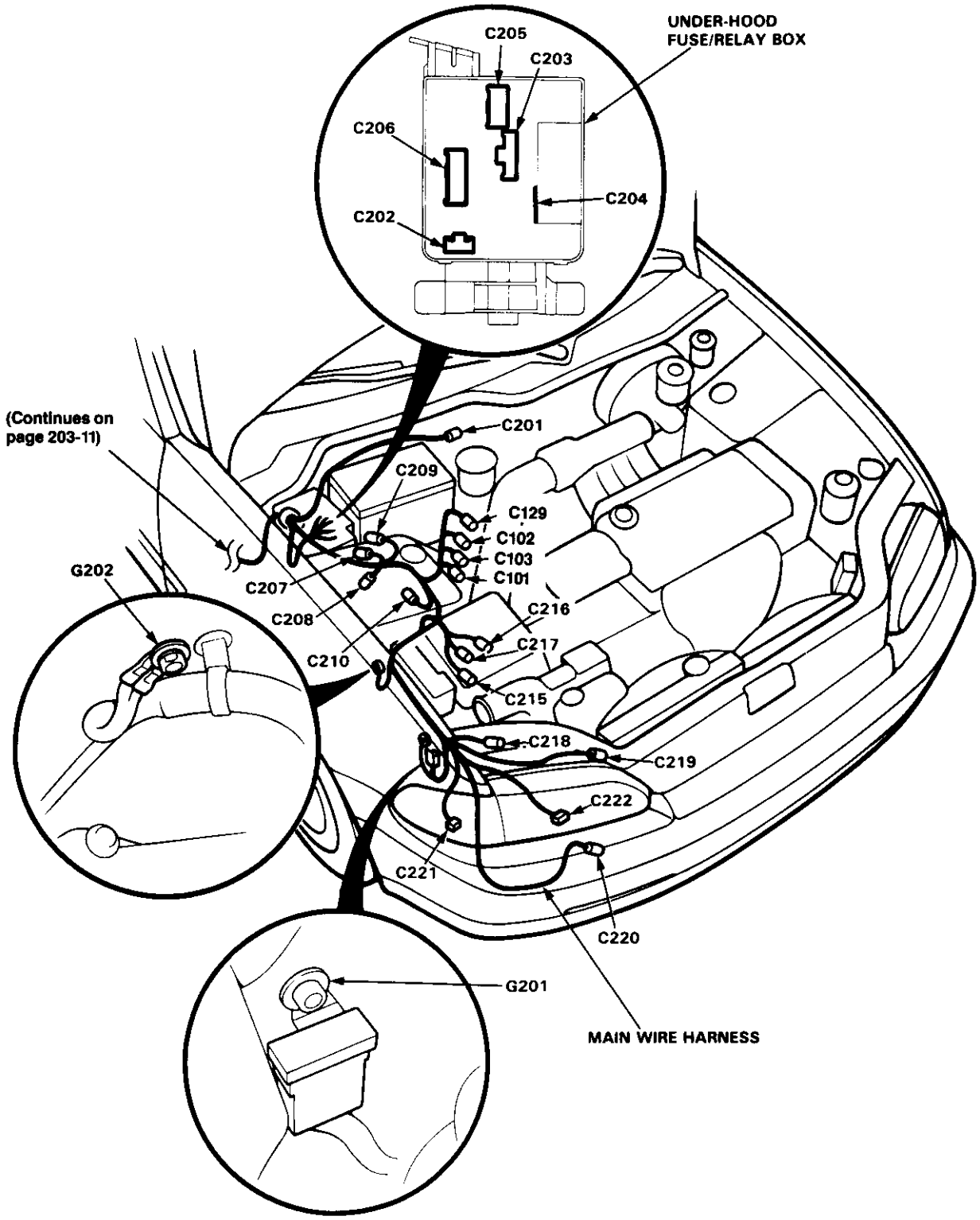
Connector Identification and Wire Harness Routing (cont'd)

– Main Wire Harness (Right side of engine compartment branch)



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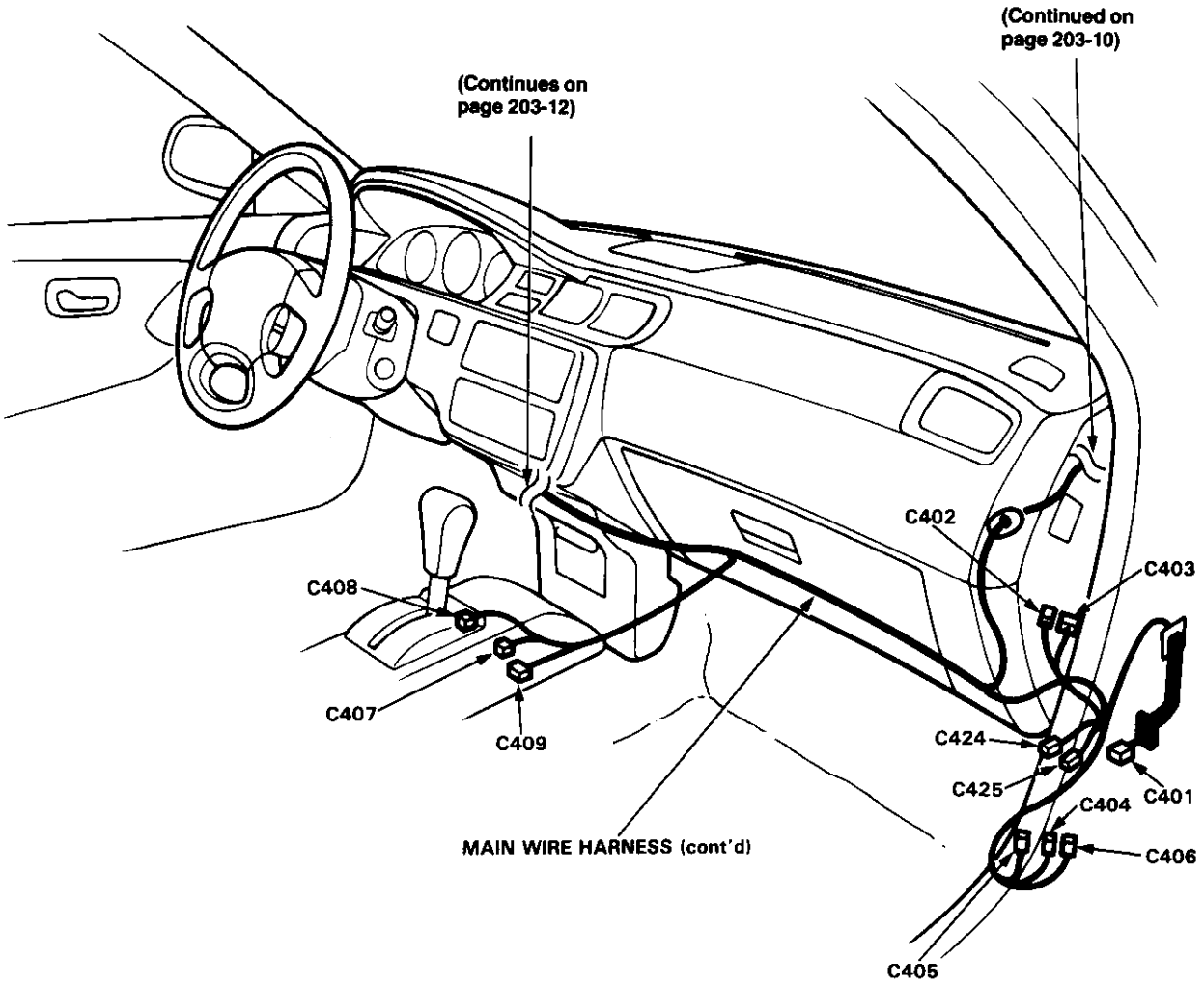

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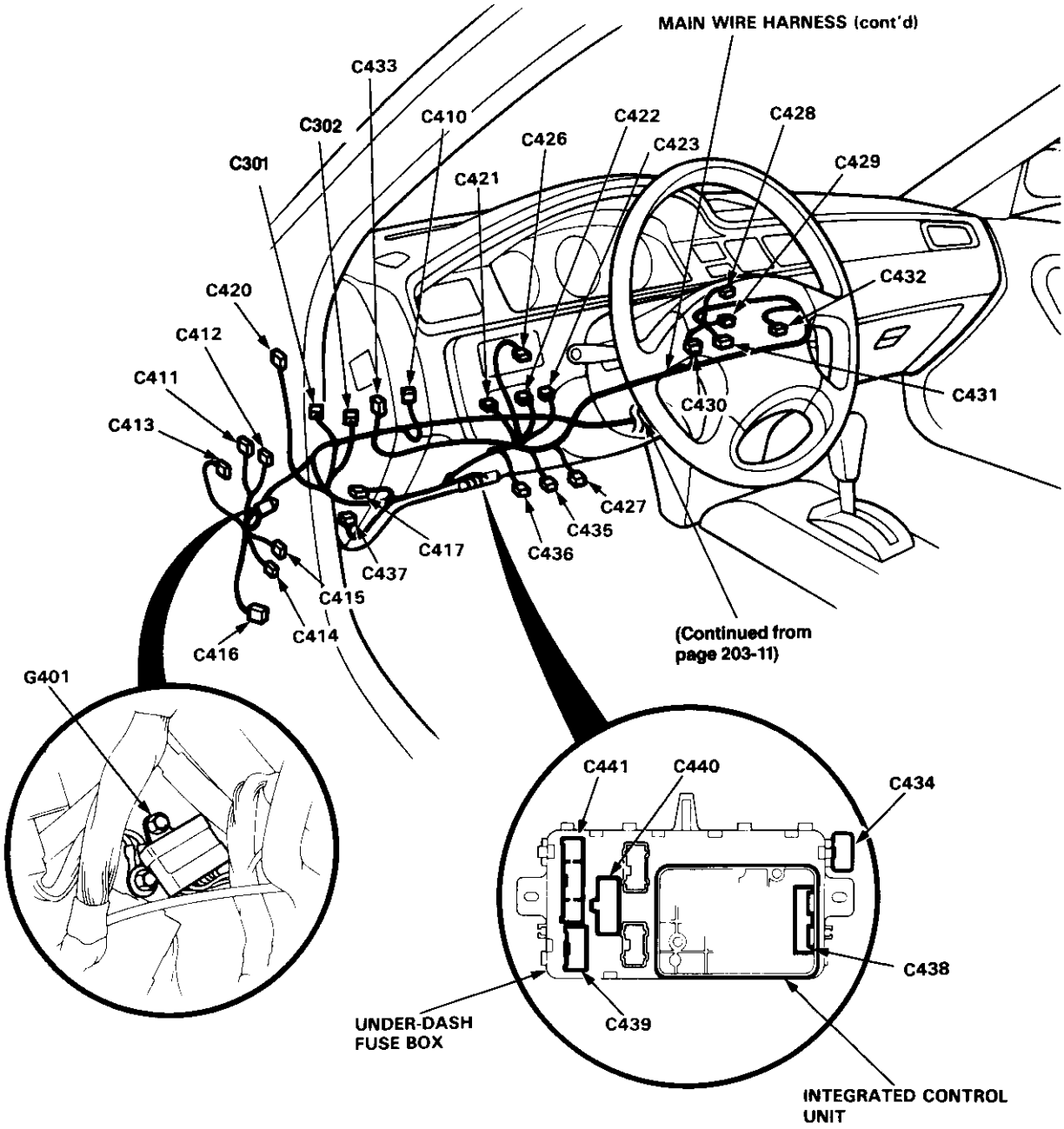
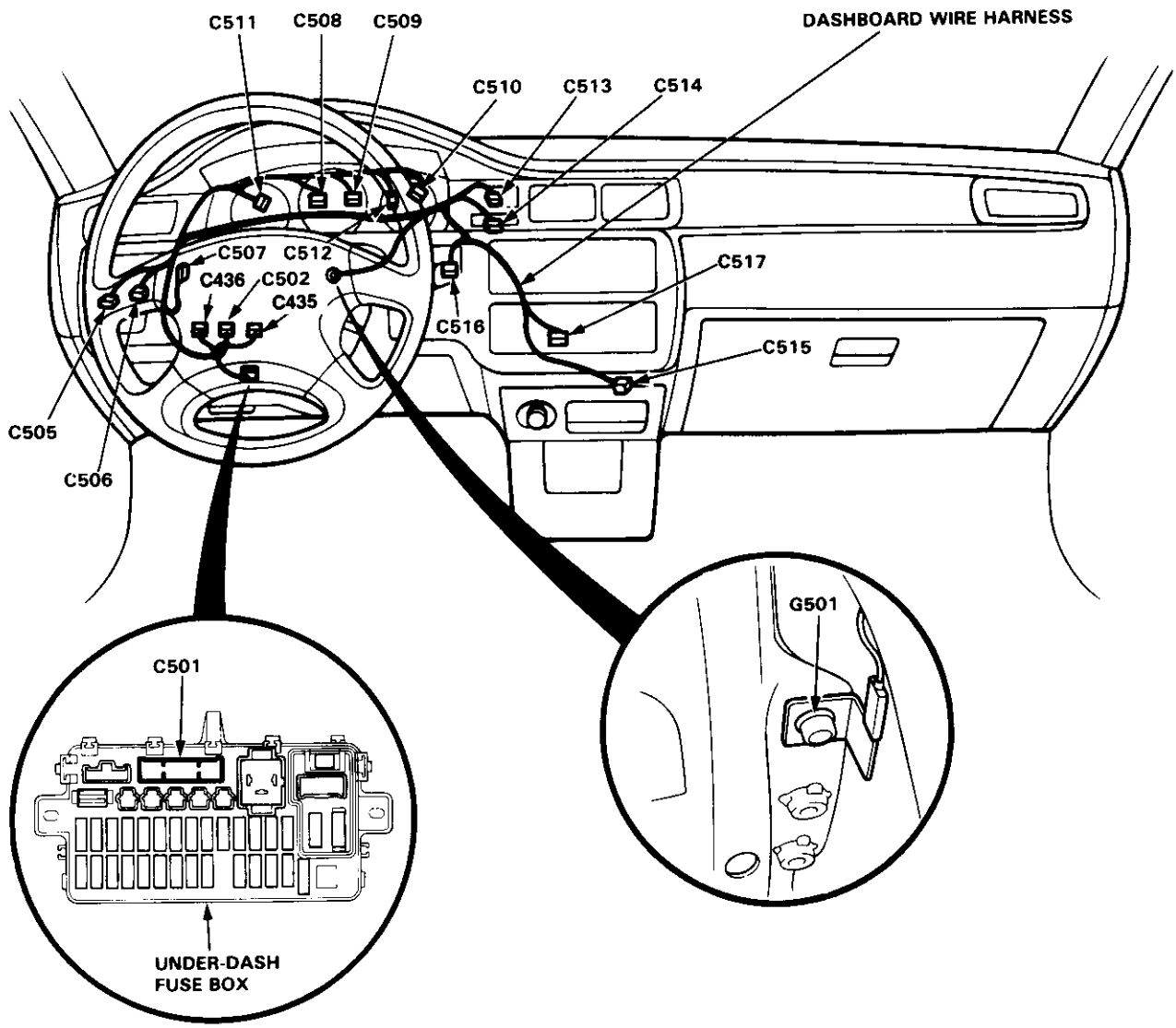
Connector Identification and Wire Harness Routing

– Main Wire Harness (cont'd) (Left side of dash branch)



– Dashboard Wire Harness



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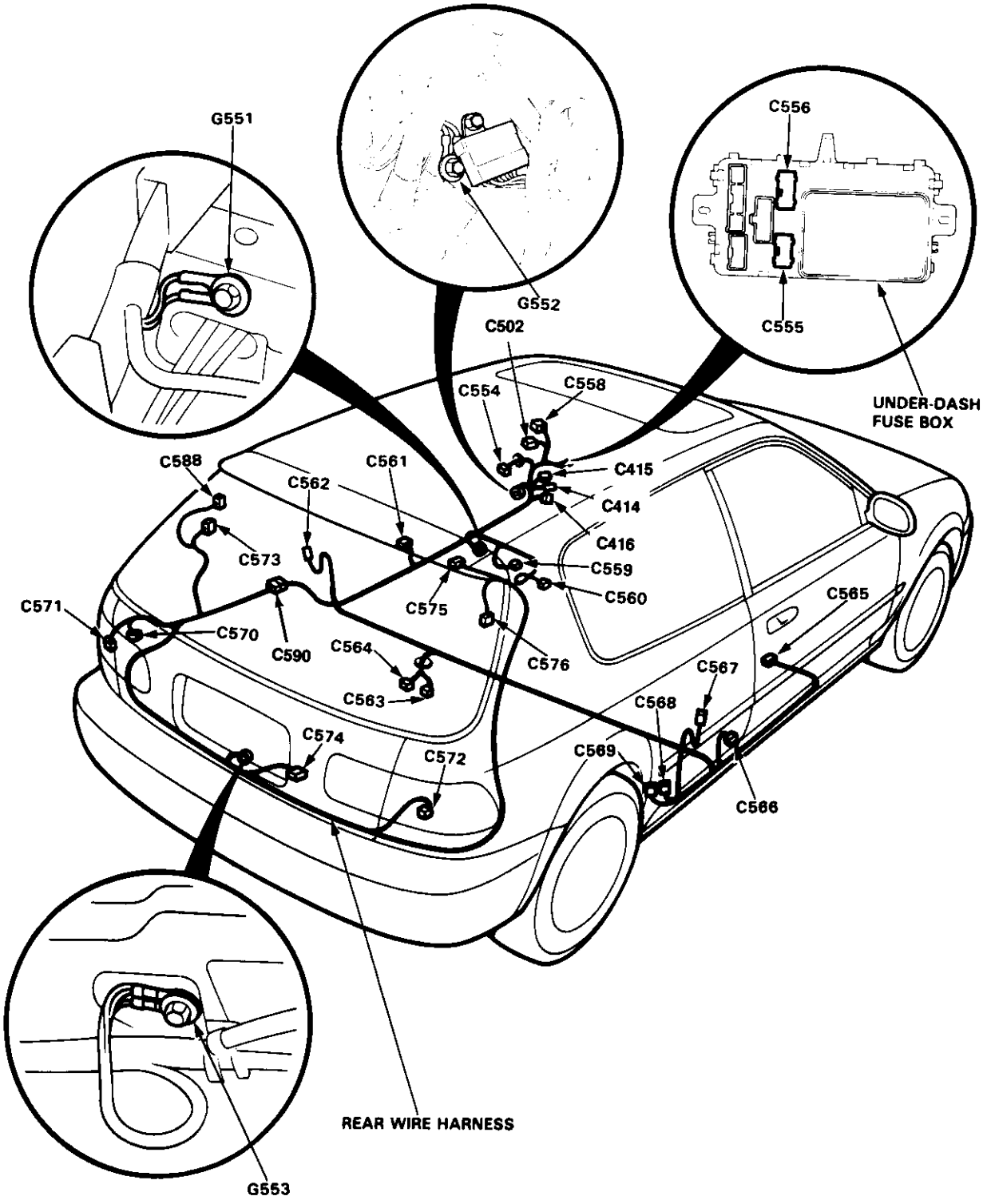
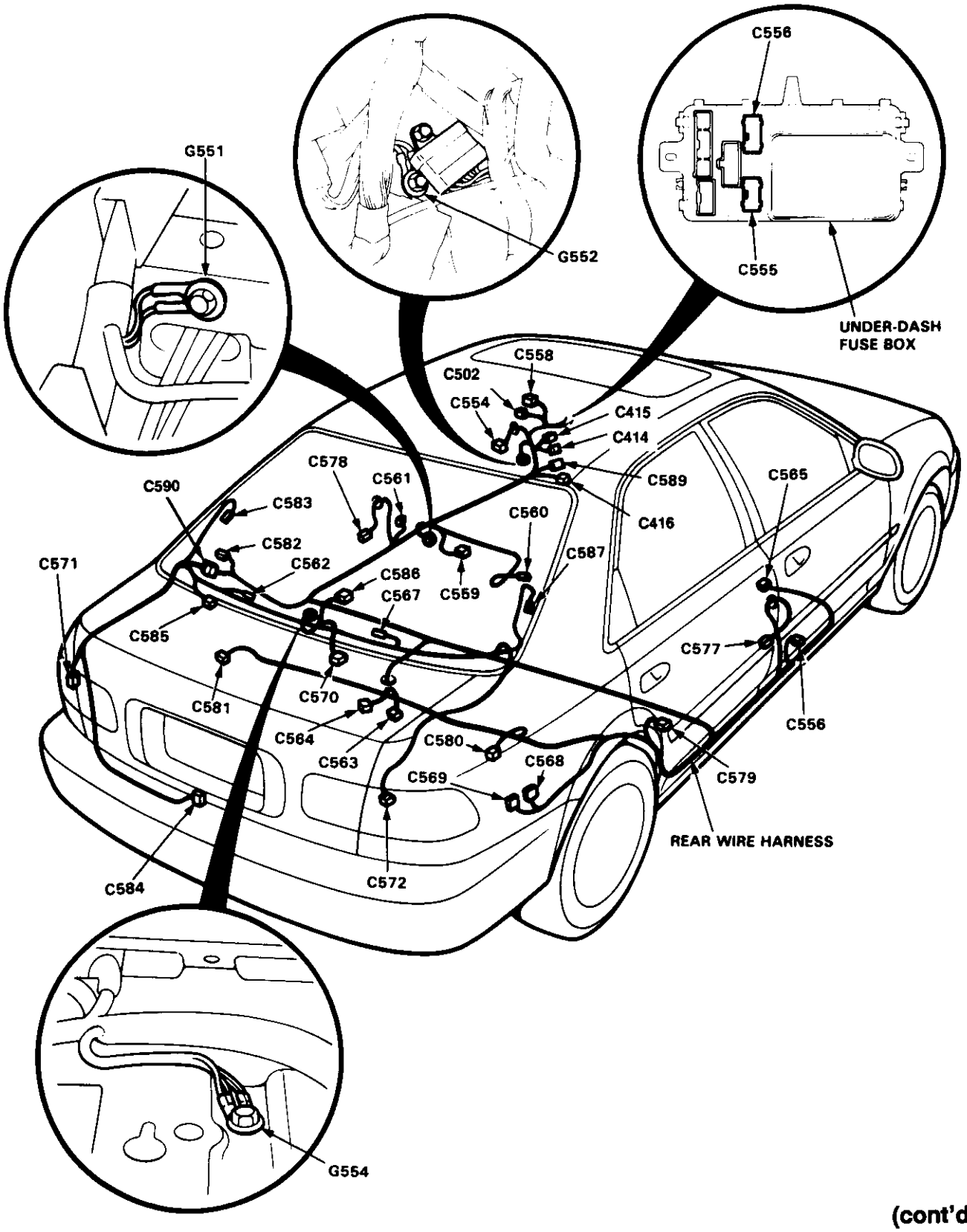
Connector Identification and Wire Harness Routing (cont'd)

– Rear Wire Harness (Hatchback)



Rear Wire Harness (Sedan)



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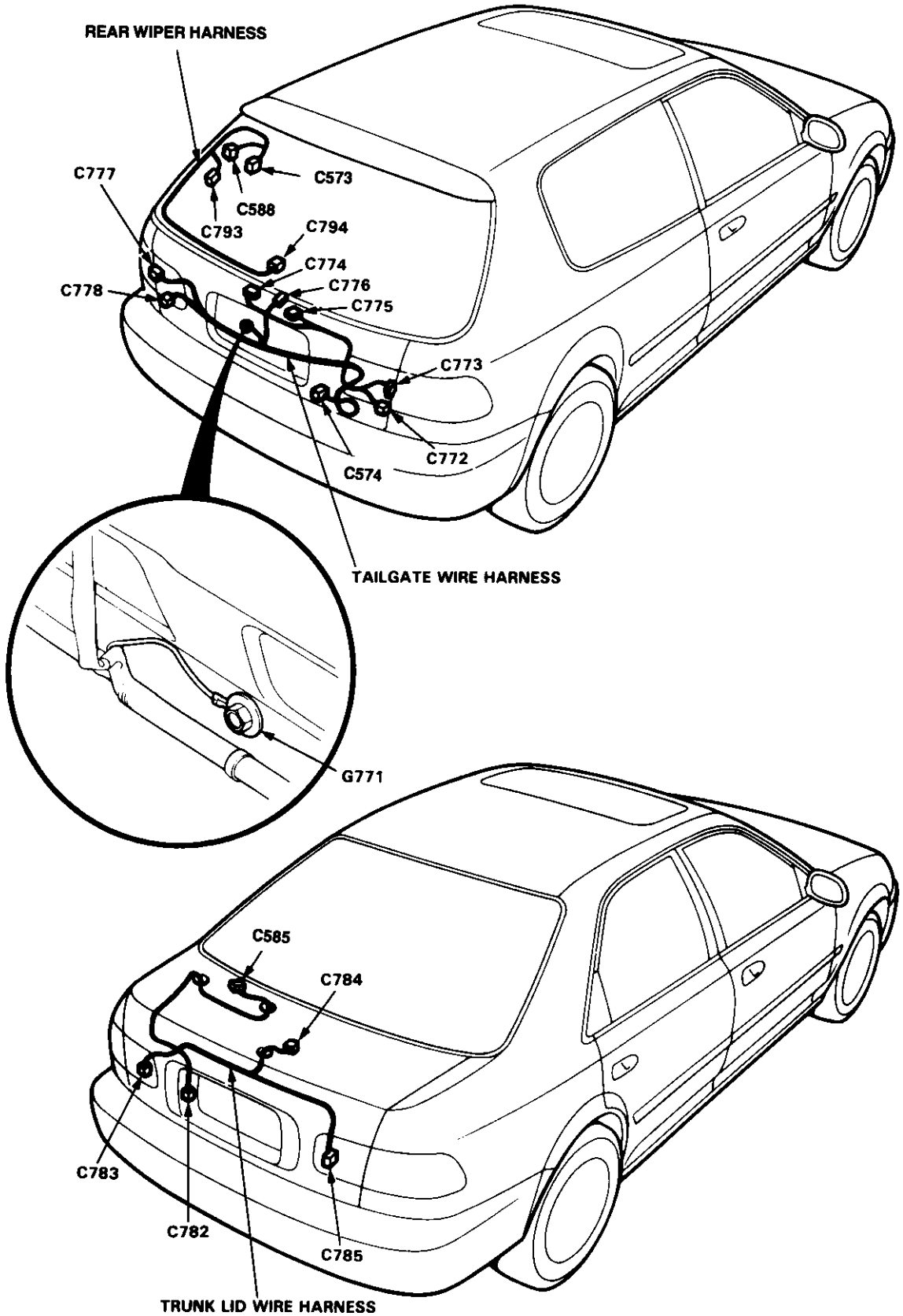
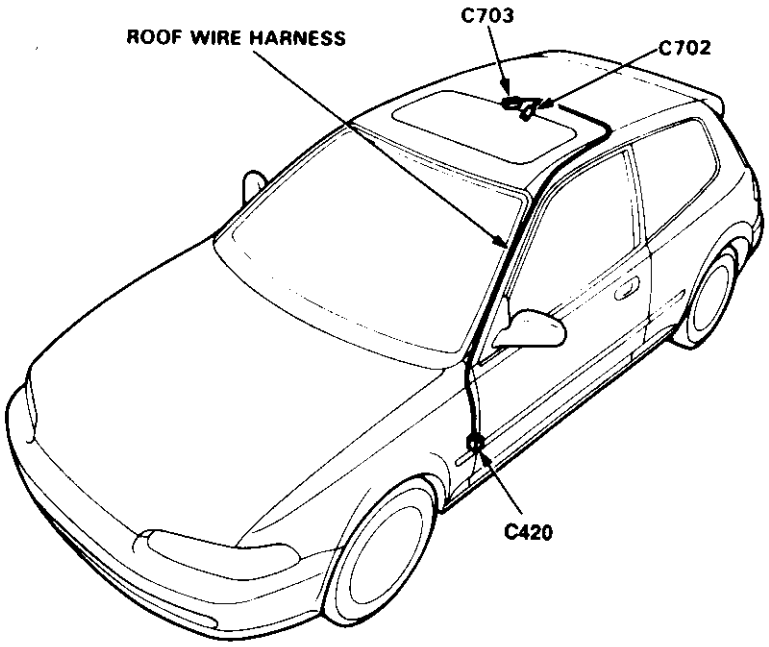
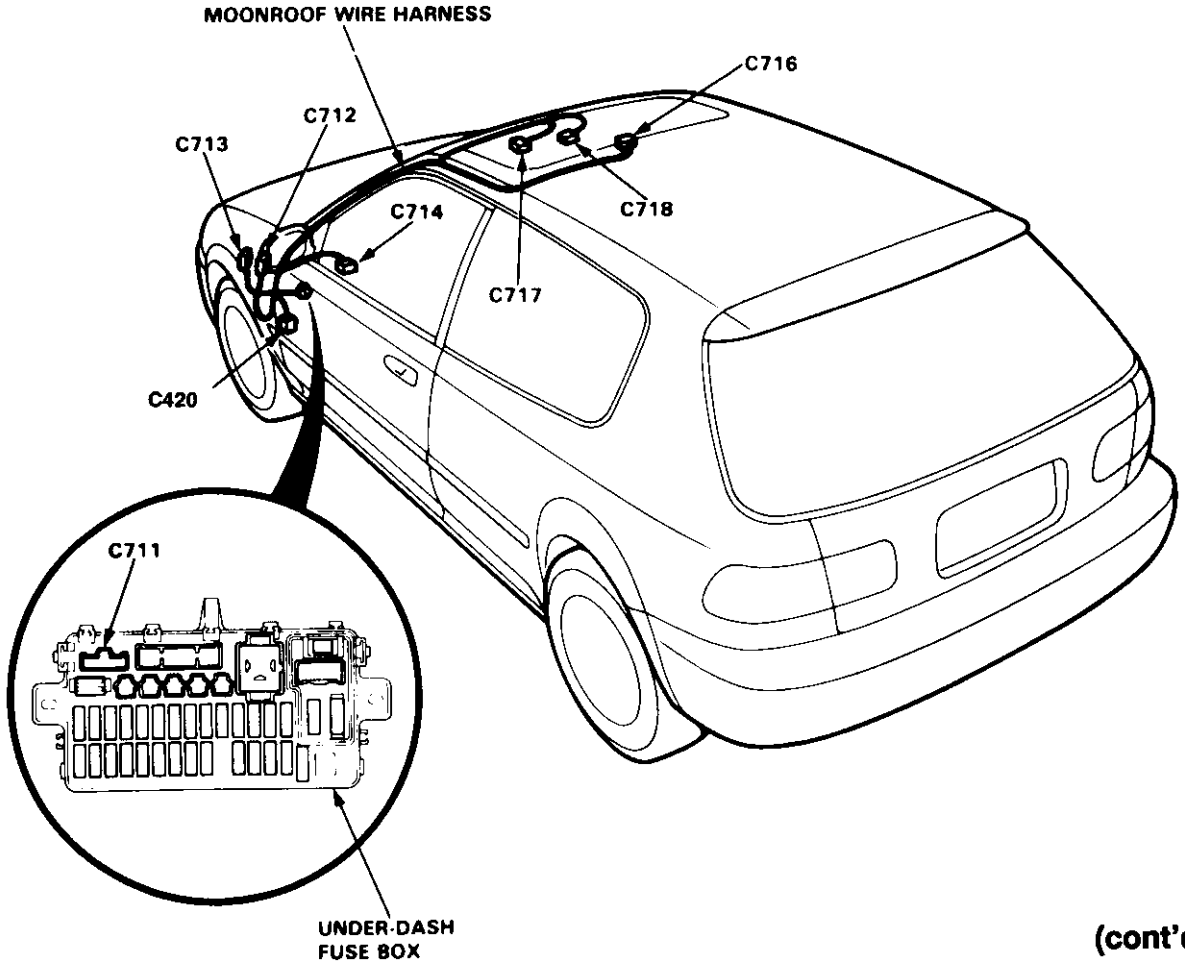
Connector Identification and Wire Harness Routing(cont'd)

– Tailgate (Hatchback), Trunk Lid (Sedan) Wire Harness



- Roof Wire Harness (Hatchback), Moonroof Wire Harness (Hatchback)





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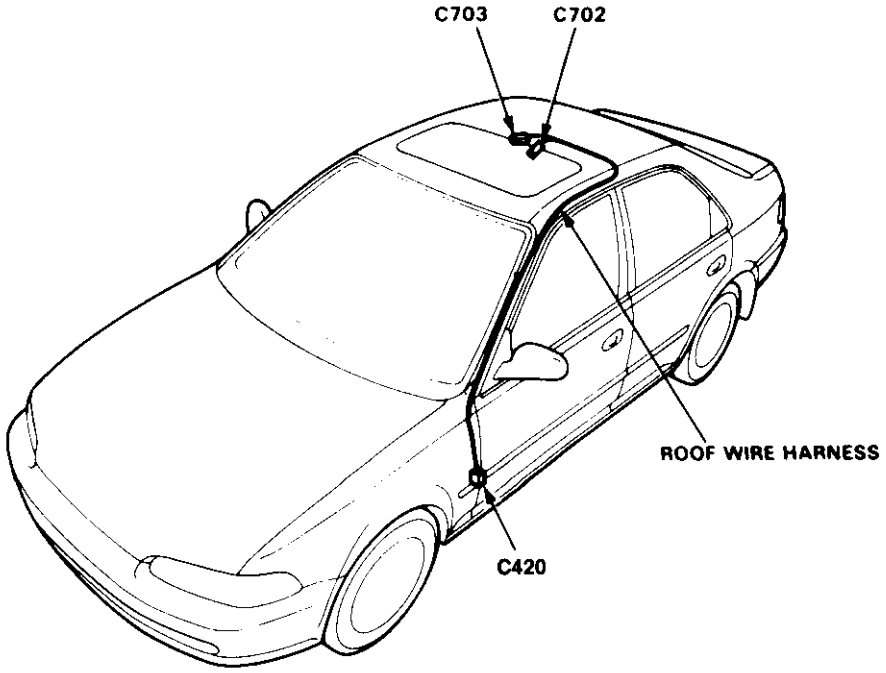
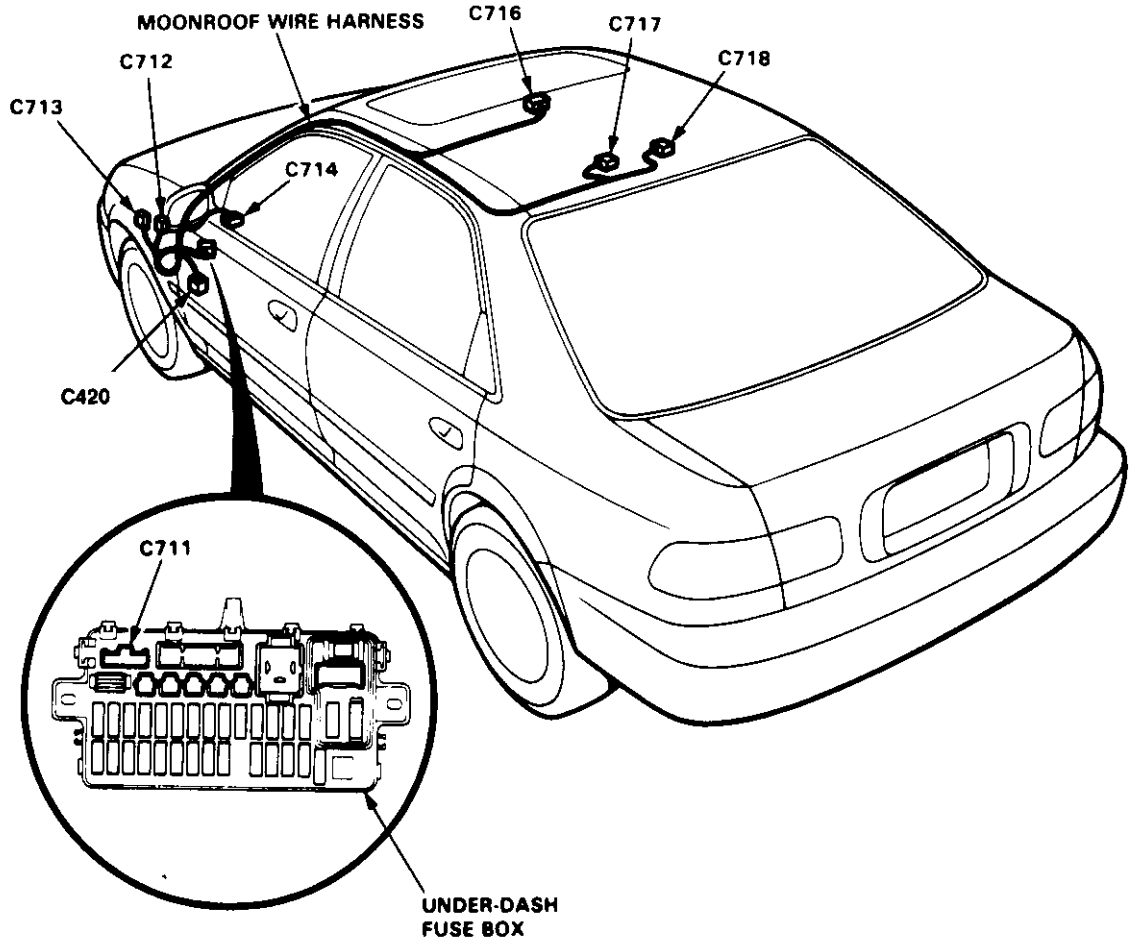
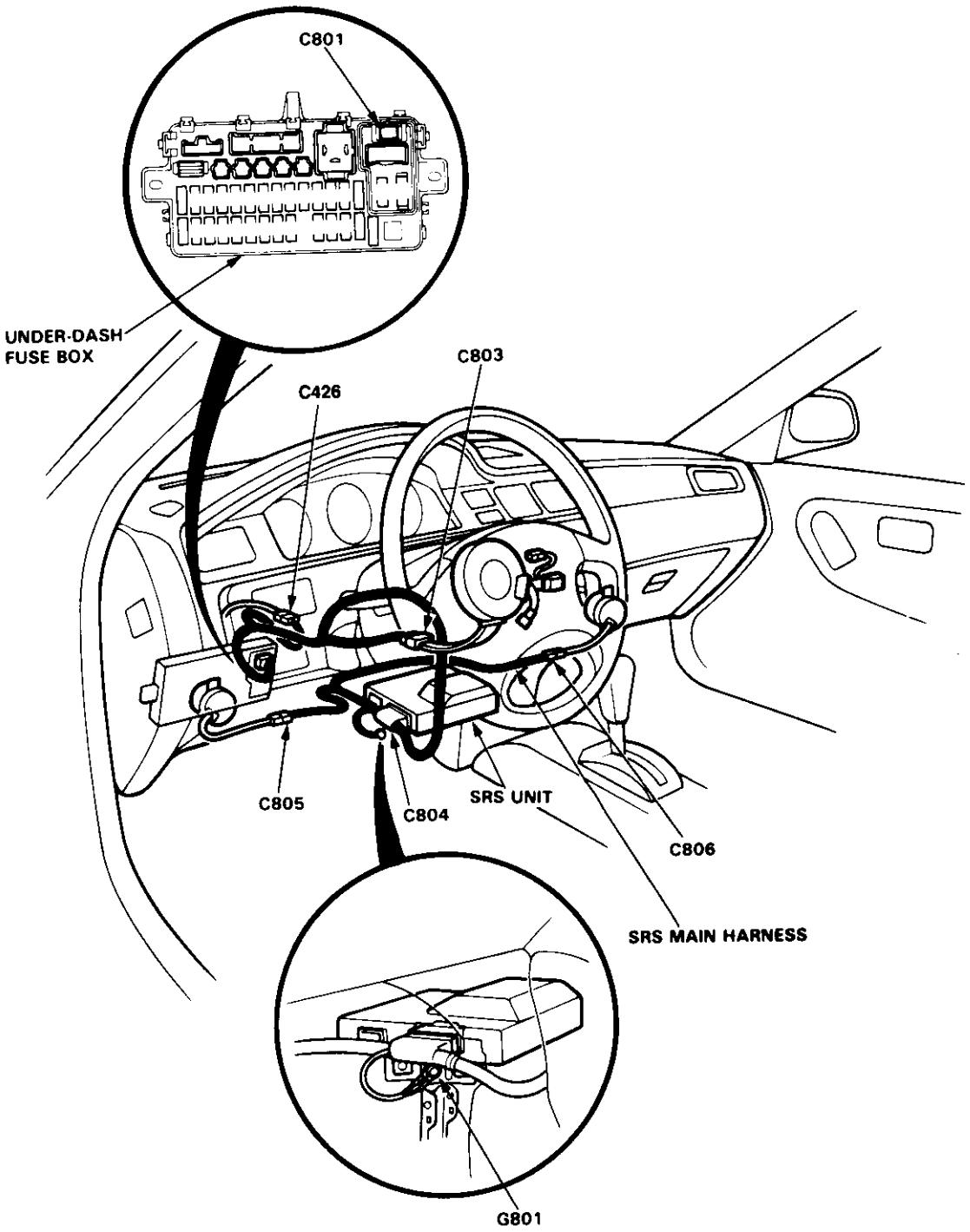
- Roof Wire Harness (Sedan), Moonroof Wire Harness (Sedan)





– SRS Main Harness



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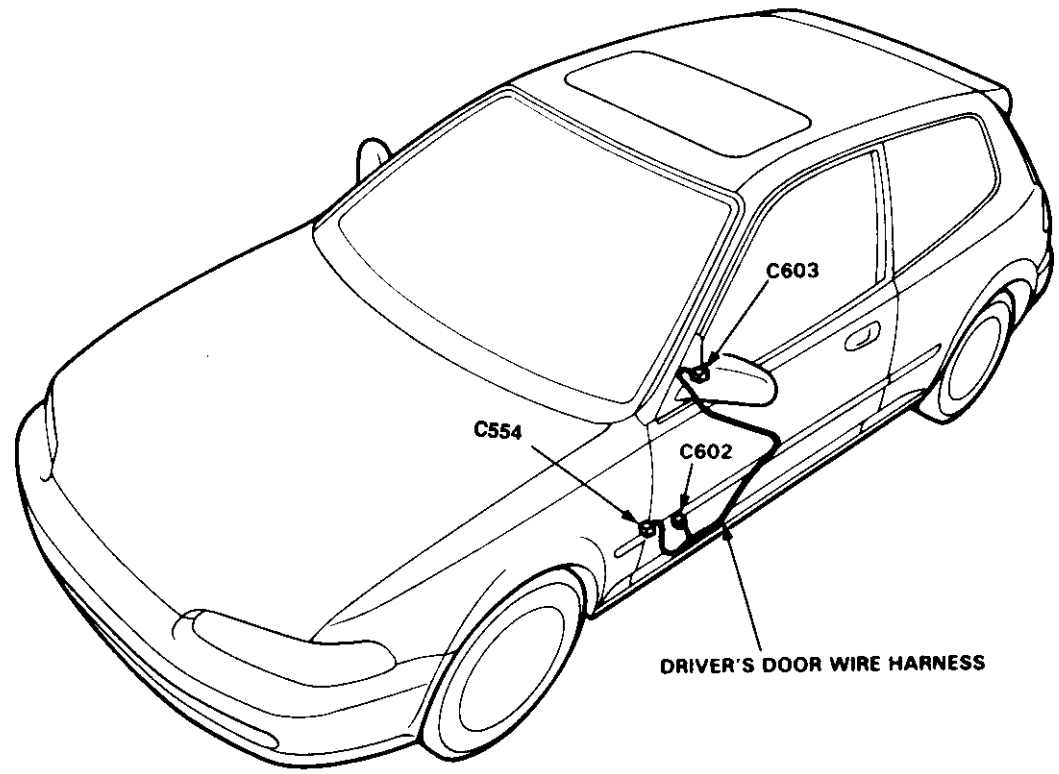
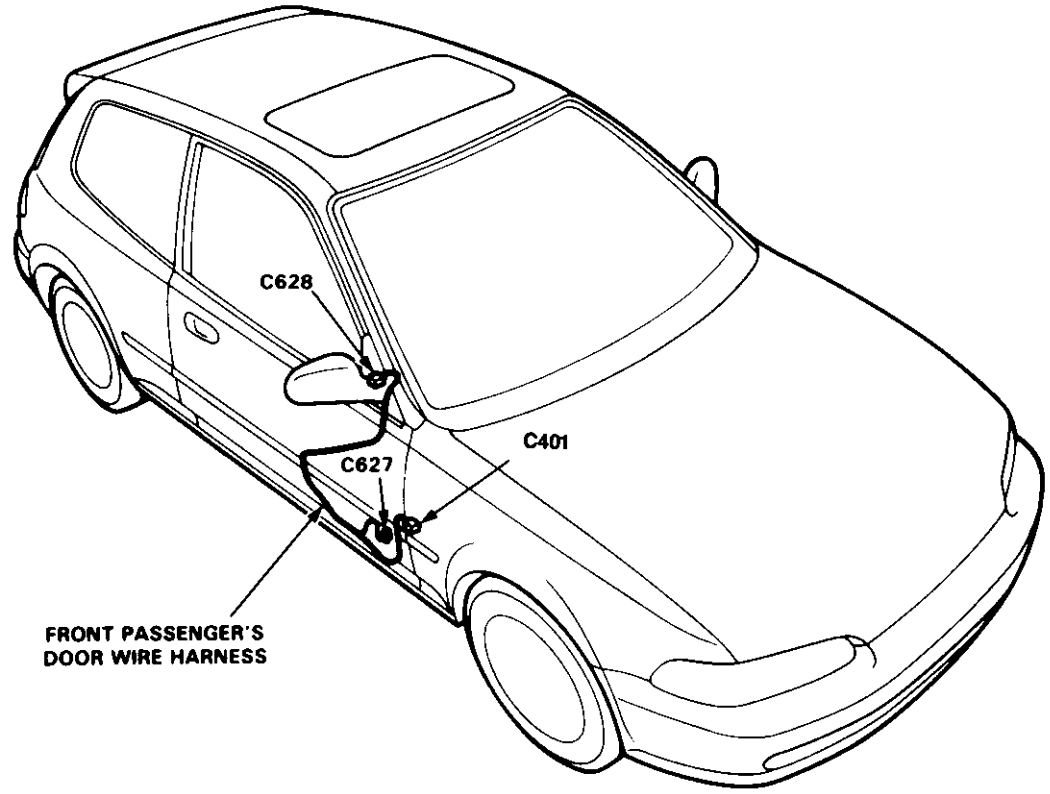
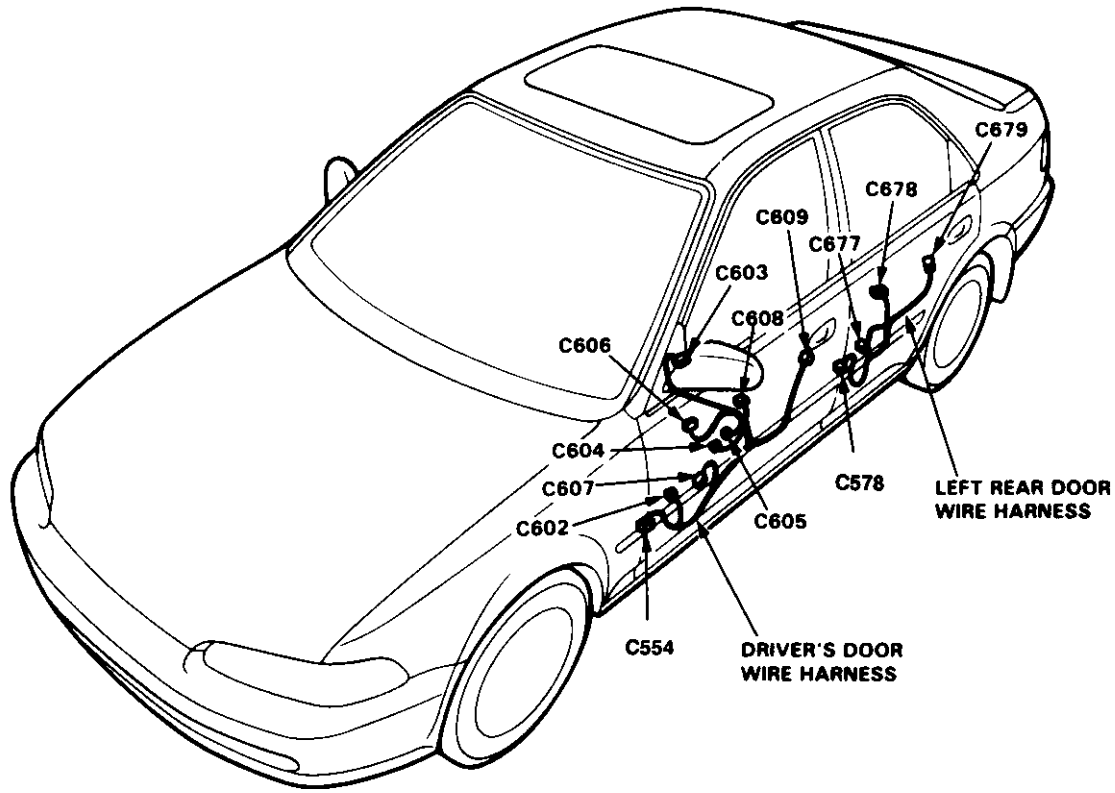
Connector Identification and Wire Harness Routing (cont'd)

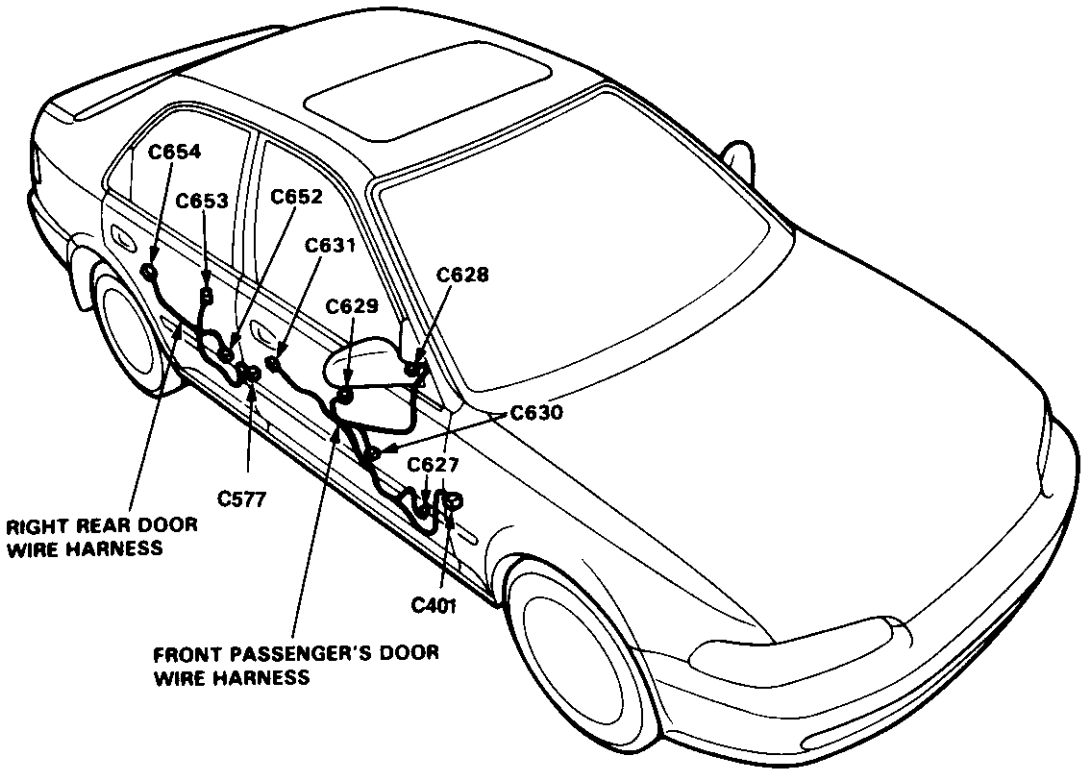
– Driver's/Front Passenger's Door Wire Harness (Hatchback)





– Door Wire Harnesses (Sedan)





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Connector Identification and Wire Harness Routing (cont'd)

– Heater-A/C Sub-Harnesses and Steering Sub-Harness